The Beaver

A MAGAZINE OF THE NORTH

OUTFIT 265

NUMBER 4

Starboard Course Round North America —A. F. Wilson

Battling the Bear River —Richard Finnie

Whence Came the Eskimo? —Douglas Leechman

Merchant to Millions

Calling Valley of the Crees and Buffalo —Margaret Complin

A Lonely Memorial —A. P. Woollacott

PUBLISHED QUARTERLY BY

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670

Fur Trade and Empire

"THE enterprising spirit of the British Merchant shews itself conspicuous in all parts of the world except on the North West coast of America altho' our discoveries in that quarter have been pushed at a heavy Expence and in a manner that reflects highly to the honor of our nation and the individuals concerned.

It is with peculiar satisfaction I understand the Government is at length roused and beginning to assert its rights which have been so long usurped by foreigners."

SIR GEORGE SIMPSON

Resident Governor of the Hudson's Bay Company

Journal of his Voyage to New Caledonian, 1825-26.

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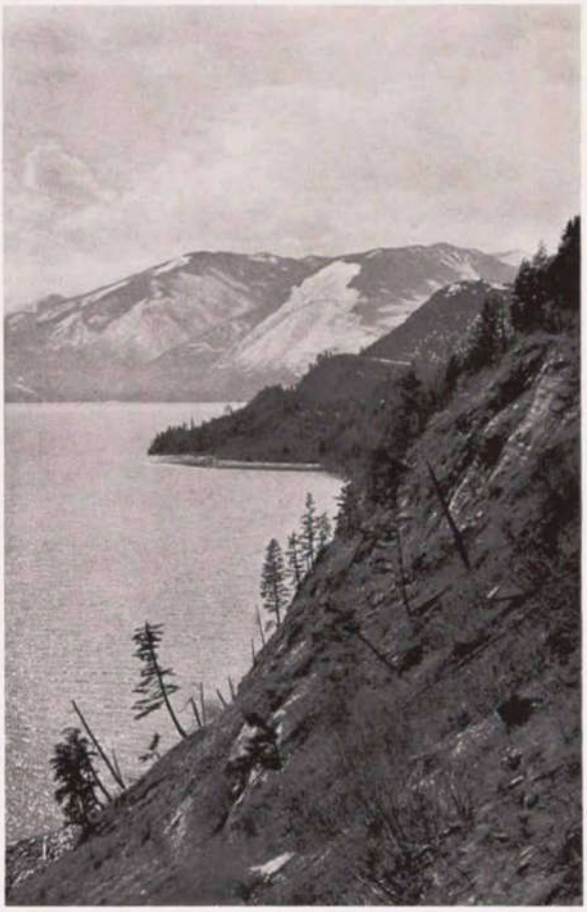

The shore line at Coffee Creek, Kootenay Lake, near Nelson, B.C.

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HUDSON'S BAY HOUSE

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.

WINNIPEG, CANADA

THE BEAVER is published quarterly by the Governor and Company of Adventurers of England trading into Hudson's Bay, commonly known as the Hudson's Bay Company. It is circulated to employees and is also sent to friends of the Company upon request. It is edited at Hudson's Bay House, Winnipeg, under the direction of Douglas MacKay, at the office of the Canadian Committee. Yearly subscription, one dollar; single copies, twenty-five cents. THE BEAVER is entered at the second class postal rate. Its editorial interests include the whole field of travel, exploration and trade in the Canadian North as well as the current activities and historical background of the Hudson's Bay Company in all its departments throughout Canada. THE BEAVER assumes no liability for unsolicited manuscripts or photographs. Contributions are however solicited, and the utmost care will be taken of all material received. Correspondence on points of historic interest is encouraged. The entire content of THE BEAVER is protected by copyright, but reproduction rights will be given freely upon application. Address: THE BEAVER, Hudson's Bay House, Winnipeg.

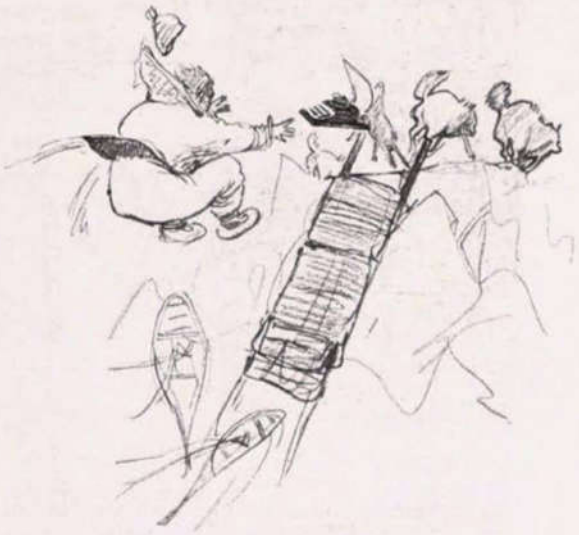
Watch Dogs on the Company's Fur Farm at Bird's Hill, near Winnipeg

Photo: Nicholas Morant, Winnipeg

THE HBC PACKET

The list of books relating to the Company published in the December *Beaver* brought such a generous response from readers in the form of corrections and suggestions that they must be publicly acknowledged. A revised list is now being prepared and will be reprinted in the near future. The help received from so many who have expert knowledge in this field of Company history is another reminder that amateurs should hesitate before rushing into this specialized world of scholarship. However, with the best intentions and with such wholehearted assistance, it would now seem likely that we can produce an accurate, useful book list as a guide for those who find pleasure and instruction in the Company's story. The final list will not be a complete bibliography, but will deal only with published books and will touch lightly on the Selkirk Settlement story and the field of Arctic exploration. Among those who have assisted in the revision of the preliminary list are: Professor Stewart Wallace, librarian, University of Toronto; Dr. J. F. Kenney, director Historical Research, Dominion Archives, Ottawa; Dr. W. Kaye Lamb, archivist, Province of British Columbia; Professor A. Irving Hallowell, University of Pennsylvania; R. H. G. Leveson Gower, archivist, Hudson's Bay Company; Clifford P. Wilson, Montreal, and Albert J. Partoll, University of Montana.

For compressed factual writing, log books, mounted police reports and fur trade journals are probably the examples most deserving of examination by anyone interested in the business of dealing in words. They are further instances of the excellence of amateur performance, for they are statements of fact set down by non-professional writers who are not "writing up" something for a fickle public. There is none of what Robert Louis Stevenson called "the consciousness of authorship" in these pages, and consequently they are often masterpieces of understatement. It would be healthy for advertising copy writers (known in



newspaper headlines as "admen") to spend an hour from time to time with these sound, accurate accounts of vigorous activities. They would be reminded of the futility of most adjectives and that "a verb to the wise is sufficient." Attention is drawn to the description in the James Bay district news of some delays encountered by a Company schooner. Conrad could have written a full length novel about the incident. Perhaps some fur trader will.

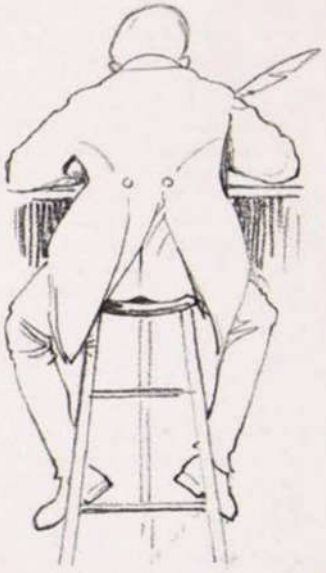
The Chairman of the Canadian Committee has announced the appointment of F. F. Martin as General Manager, Retail Stores Department. This position has been relinquished by P. A. Chester, General Manager of the Company. Mr. Chester has held both positions since 1931. Mr. Martin's appointment has been effective since 1st February. He joined the Company in January 1931, when he was appointed controller of the Vancouver store. In July 1932 Mr. Martin came to the head office in Winnipeg, having been promoted to controller, Retail Stores, which position he held until January 1934, when he was promoted to assistant general manager, Retail Stores.

When Charles Lamb left East India House in London to retire on pension he described it as "coming home forever." At the end of March Johnny Wilson leaves Hudson's Bay House, Winnipeg, to go home like Lamb, but with a record of service to a Great Company which must be rare even in the oldest companies. Johnny is seventy-four and he has been with the Company in Winnipeg for fifty-four years and never missed a day on the job. Born in Iceland, he came to Canada in 1874, and by 1876 found his way to Winnipeg via St. Paul and Red river steamer.

Fort Garry was a fort in those days, and Johnny worked there. His Icelandic name was Middal but, characteristic of the old fur trade practice, Johnny was given a new one—Wilson. Some patient statistician has estimated that he has travelled 300,000 miles between Hudson's Bay House, the bank and the store, and carried approximately $100,000,000. Johnny hastens to explain that he only lost $2.50, and that was on a very windy day when a postal note blew out of his pocket. It was so stormy that he preferred to pay it himself rather than pursue it down Main Street.

Well done, Johnny Wilson, and may there be no high winds to blow pension cheques from your pocket.

Reference to Charles Lamb and the East India Company suggests a note on a much abused subject—the amateur spirit. Lamb had it in its purest form. At the office he did his job faithfully, day after day, to the satisfaction of his employers, but none of those who toiled over ledgers beside him on high stools knew that he was the essayist Elia contributing regularly to the London magazines. No one at the office knew that the quiet little clerk with the stammer was the intimate friend of Wordsworth, Coleridge, Hazlitt and the literary giants of the day. His was the amateur spirit. He did his job, paid his bills, but kept for himself another world of activity in which he worked and played and found contentment. A field of specialized reading or research, a hobby requiring expert craftmanship, or a sport demanding intelligent practice, are escapes into the realm of the amateur spirit which none of us can neglect if we are reaching out for a fuller life.



Colonel (later General Sir William F.) Butler crossed this continent in the eighteen-sixties and wrote a travel book about his adventures. Under the title "The Great Lone Land," it enjoyed a great vogue among armchair explorers of the period. In a typewritten book list the title turned up the other day as "The Great Loan Land." The second version is passed to the Land Department with the suggestion that if they know any eminent

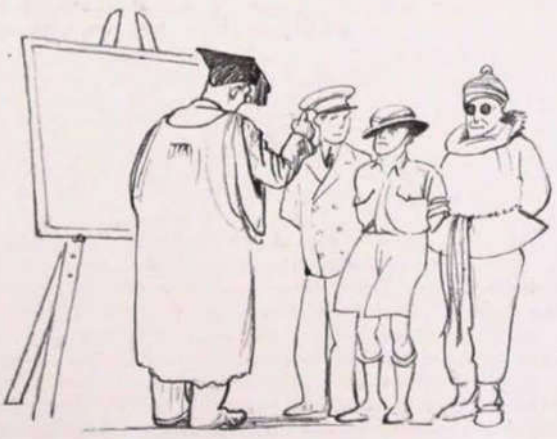
economists who are preparing books on this country's problems, it might do for a title—with suitable acknowledgment to the late gallant general, and the Hudson's Bay Company.

New names appear among *Beaver* contributors in this issue and, due to a modesty unusual among writers, we are unable to report the usual biographical facts. It might be enough to note that *Beaver* authors whose words appear in these pages are scattered from Newfoundland to Vancouver Island and from Winnipeg to the Western Arctic with one contribution from London. It is particularly encouraging to have several articles this time from men in the Company's service. As magazines can only survive by reason of "reader interest," we are pleased to be able to report a steadily growing subscription list from Eastern Canada and the United States (where the *Beaver* sells at one dollar per year).

A slight variation has been introduced in this issue with the appearance of three advertisements for Company branded merchandise prepared by the advertising departments of the Winnipeg, Vancouver and Victoria stores. Winnipeg is responsible for Church's Shoes, Vancouver for Kingsway Shirts, and Victoria for Lady Hudson Hose.

Already the June number is taking shape and, while there can be no promises that it will be bigger, there is a constant effort to make it better.

The latest prospect which men in the North may view with alarm is the formation, at the University of Michigan, of a training school for explorers. There was a time in the history of the Company when exploration was the vital force which gave aggressive character to fur trading, and in modern times the men of the Company have made substantial contributions to knowledge of the Arctic.



But the increasing frequency of expeditions to remote corners of the earth, with objectives so obscure and unimportant that the organizers themselves have to cloud them with non-existent glamour, is, after all, perhaps more amusing than alarming. If they can keep clear of trouble which involves expensive rescue expeditions they harm no one and provide occasionally interesting pictures for the Sunday papers.

This is not to reflect upon genuine efforts to achieve geological information of immediate value to a distressed world, but it is merely a note of sad reflection upon the adult Boy Scoutism which sends men to difficult and uncomfortable places to do difficult and uncomfortable things for no great purpose except to be difficult and uncomfortable.

In Hudson's Bay House in Winnipeg are three or four men who are masters of an unique craft and at this time of year they sit before huge presses packing merchandise for the Fur Trade posts throughout the Dominion. As the triple covering of brown paper, imported English waterproof paper and hessian is sewn round the compressed merchandise with amazing speed, these men practice a craft which has been handed down in the Company for nearly three hundred years. For generations the same few strokes of a brush have produced the special Company marking on the bale which, though unintelligible to the layman, tells the fur trader to what Fur Trade year the merchandise belongs, the district and post to which the bale is going, the number of the bales in the total shipment and the weight of the package.

The neat bales are welcomed by freight clerks everywhere because these few men are reputed to

be the best packers in Canada, and their bales are never too heavy for one man, never burst open and are clearly marked.

Because a man can carry one hundred pounds across a portage, bales always weigh about one hundred pounds; a dog sleigh is sixteen inches wide and so bales which must go by sleigh are sixteen inches wide. In rapids a canoe may upset and a bale be lost, so each bale contains some of each kind of merchandise in the shipment; better to lose a little of everything than all of something.

A sorely pressed competitor once said that had he our packers he could put us out of business; but Hudson's Bay Company packers are loyal to their guild and wear long service medals.

Those who have stood upon the sad, bleak shores of Eskimo Point at the mouth of the Churchill river, as well as thousands throughout Canada who have an interest in the preservation of historic

sites, will learn with genuine interest of the work being carried on by the Dominion government toward the better preservation of Fort Prince of Wales. The clearing of fallen masonry, and considerable excavation was started in 1934 and will be resumed this spring. This gigantic stone fortress, second only to Quebec, has been practically untouched, except by occasional vandals since it was sacked by the celebrated French Admiral-Geographer Perouse in 1782. In 1923 the Company presented it to the Historic Sites and Monuments Board of the Dominion of Canada.

The first Fur Trade commissions to be granted by Governor and Committee since 1929 were announced in February. The commissions were presented to the officers in Winnipeg by George W. Allan, K.C., Chairman of the Canadian Committee. Those who received commissions were:

Factors—W. M. Conn, assistant to Fur Trade Commissioner; J. W. Anderson, district manager, James Bay (formerly chief trader); R. A. Talbot, district manager, Saskatchewan district (formerly trader); George Watson, district manager, St. Lawrence-Ungava district (formerly chief trader).

Chief traders: R. H. G. Bonnycastle, district manager, Western Arctic; W. E. Brown, acting district manager, Nelson River district; M. Cowan, acting district manager, Superior-Huron district; A. Copland, section manager, St. Lawrence-Ungave district; Wm. Gibson, post inspector, Western Arctic district.

Traders: John Gregg, post manager, Telegraph Creek, British Columbia district; John Keats, post manager, Northwest River, Labrador district; John Milne, post inspector, Mackenzie-Athabasca district; J. S. C. Watt, post manager, Rupert's House, James Bay district.

Not many days after the appearance of the December number of *The Beaver* (No. 3, Outfit 265), the 1935 calendar was in the mail. In barber shops, school rooms, public libraries, country stores, fur trade posts and farm-house kitchens, the Company calendar finds wall space. It is probably the most popular piece of interior decoration in Western and Northern Canada, and if you want to discover how highly prized they are, just try to get hold of the famous ship picture of 1927 or the "Last Dog Team Leaving Fort Garry" on the 1931 calendar. Already these two are collectors' items. The 1935 calendar departs slightly from the long series of historical scenes. It is a picture of Wolstenholme, one of the posts established on Hudson Strait by the present Fur Trade Commissioner, and while it is not of the distant past it has the character of modern history. When it comes to calendar pictures, everybody is an art critic, which is as it should be, for the calendar is designed to meet widespread popular taste. Comment on the 1935 picture is invited. Calendar subjects, like radio programs, must be guided by popular demand. Calendar subjects for 1936 and 1937 are already being planned, and within the limits of the historical series, the Company is anxious to produce pictures which will be received with enthusiasm and which will live beyond the calendar year.

A Starboard Course Round North America

The Final Instalment of Extracts from the Informal Log Kept by Wireless Operator A. F. Wilson of the Voyage of the Company Schooner Fort James Which Circumnavigated North America, the First Time That Any Vessel in History Has Accomplished This Feat

Vancouver, B.C., to Dutch Harbour, Alaska—At 4.30 p.m. on July 26th the *Fort James* moved off the slip at Burrard's shipyard after being thoroughly overhauled and refitted with a new shaft and propeller. Proceeding to the pier of Evans, Coleman and Evans, she was moored there to take on cargo and fuel for the rest of her journey, this work occupying about twenty-four hours.

When it became generally known in Vancouver and vicinity that our vessel hailed from St. John's, we were visited by a large number of sightseers, most of them Newfoundlanders who were anxious for the members of the crew to be their guests whilst in the city.

On Sunday, July 29th, at exactly 9.15 a.m., we sailed from Vancouver. It was a splendid day, clear and bright with a very light but favourable breeze blowing and, as Captain Snelgrove had decided to follow what is locally known as the "inside passage," we looked forward with pleasure to at least two days of tranquil going; we were not at all anxious to meet with heavy weather, owing to having a full cargo on board. By three o'clock in the afternoon, with a strong tide in our favour, we were making splendid progress, and later in the evening, to meet the change of tide, we reduced speed in order to hold our advantage while going through the narrows. The next day we dropped anchor at 6.40 p.m. in Alert Bay to await the dissipation of fog which had been gradually creeping up.

It was a splendid day, clear and bright with a very light but favourable breeze blowing.

Captain A. Snelgrove, master of the Fort James, now occupies an unique position among captains.

The following day the weather became so bad that we were reluctantly compelled to jettison some of the cargo in order to preserve the vessel.

The scenery of this "inside passage" was splendid: small thickly wooded hills right down to the water's side, with high snow-capped mountains in the background rearing their heads to the clouds, and here and there a very pretty island pushing itself up out of the water as if curious to see what kind of vessel was passing by.

At 5 a.m. on July 31st we left Alert Bay, making a good run to Queen Charlotte Sound, through which we passed five hours later, heading west for open water assisted by a light southeast wind. In spite of the ship acquiring a heavy roll and the decks being awash, we made excellent progress and looked forward to a good run to our next port.

On August 2nd the engineers discovered that our forward fuel tanks were empty, about six days' fuel oil having leaked away in some unaccountable manner. This news, apart from the financial loss, was not very serious, as we carried a sufficient quantity of fuel stored in casks for just such an emergency as this.

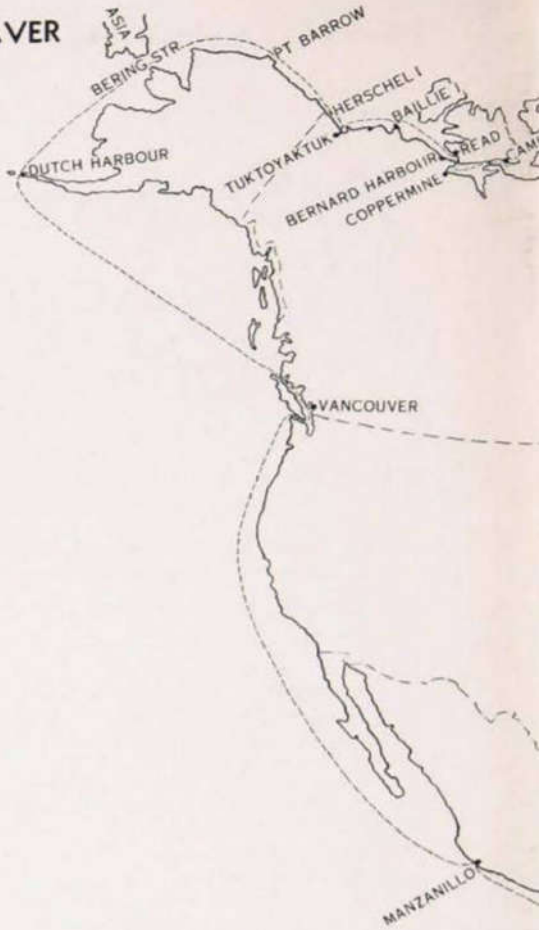
The Gulf of Alaska treated us in a most friendly manner; we had no cause to grumble at the weather, and every day was a repetition of its predecessor. It really looked as if the fates had at last relented after giving us such a severe drubbing between Manzanillo and Vancouver.

At 6 p.m. on August 9th we sighted Sannak Island off our starboard quarter, and early next morning went through Unimak Pass, where fog was very prevalent and a close watch was kept. At 8.30 a.m. the fog cleared and we observed Akun Island on our port side.

Passing Akutan Island about noon, we arrived at Dutch Harbour four hours later and tied up to the pier just in time to avoid a strong gale of wind, having covered the distance of 1,678 miles in eleven days and twenty-two hours at an average speed of 5.86 knots. After the vessel was safely moored, we replenished our fuel and water tanks.

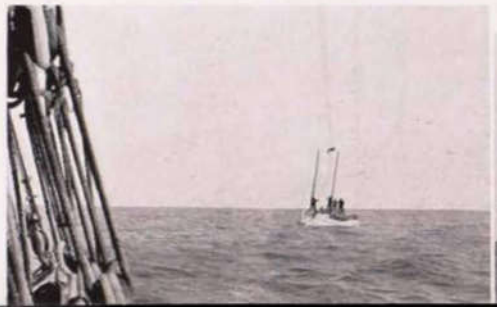
Dutch Harbour is 166.32 west and 53.53 north and is one of the Aleutian group, the chief industry being the herring fishing. A short distance away is the town of Unalaska, which can be reached by boat in a few minutes. This latter place has a population of approximately six hundred inhabitants and boasts a modern hospital and school. In both Unalaska and Dutch Harbour there was an abundance of flowers and other vegetation, and though not a tree was to be seen, the surrounding hills looked pretty in their green mantles.

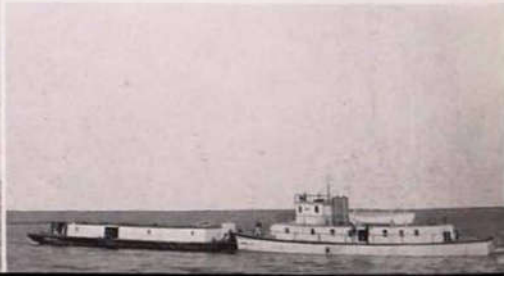
Whilst we were at Dutch Harbour, the U.S.S. *Holland* and six submarines arrived, and through the courtesy of some of their officers we spent a very pleasant evening on August 11th on board this ship and were shown over the submarine *B2*.



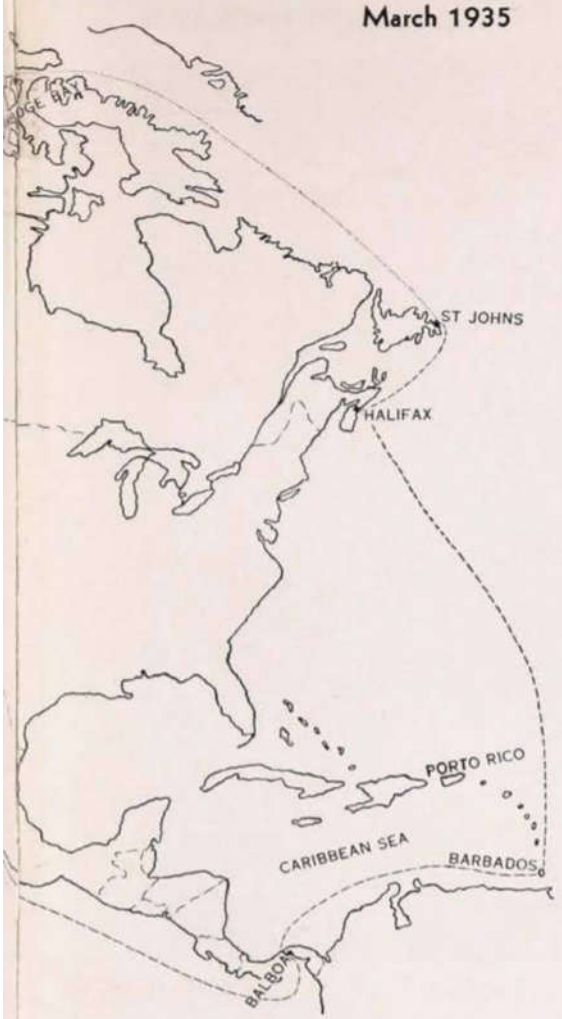
MAP
OF THE
VOYAGES OF M.S. FORT JAMES

1928-9 VOYAGE ——————
1934 VOYAGE - - - - - - -





Reading down: 1, The fog which had been gradually but surely creeping around us. 2, We arrived at Dutch Harbour four hours later, in time to avoid a gale of wind. 3, An Eskimo boy at Tuktoyaktuk. 4, The motor schooner Bonnie Belle. 5, On the slip at Burrard's shipyard for overhauling. At the foot of the page: Left, We sighted the motor schooner Bonnie Belle at 10.30 a.m. on August 29th. Right, On the afternoon of Sept. 4th the Pelly Lake arrived and no time was lost.



At 7 a.m. on August 12th we left Dutch Harbour under ideal weather conditions and made splendid progress across the Bering Sea, using our sails whenever practicable. Passing the Island of St. Lawrence at 2 a.m. on August 16th, we sighted King Island and ran into a strong head wind.

About midnight we passed through the Bering Straits into Beaufort Sea in the Arctic Circle. Our progress at this time was considerably retarded by adverse winds, and heavy seas were coming in over the bow. At times the forward deck-house would be completely immersed, and we were hard put to it to save our deck cargo from being washed overboard. However, the weather became more agreeable on August 21st, the wind veering to the southeast, and we made much better progress, sighting our first ice early in the morning. This was merely some small loose pans and did not create any discomfort. At 11.30 a.m. we passed the spot where the Company's ship *Baychimo* was abandoned in 1931 after being damaged by the ice—71.21 north, 159.39 west—and Mr. Summers, who was on her at the time, told us the story of her voyage.

By four o'clock in the afternoon we were steering through some heavy loose ice, but visibility being excellent and a sharp lookout being kept, we did not suffer any undue delay, and rounded Point Barrow at 11.30 p.m. in broad daylight.

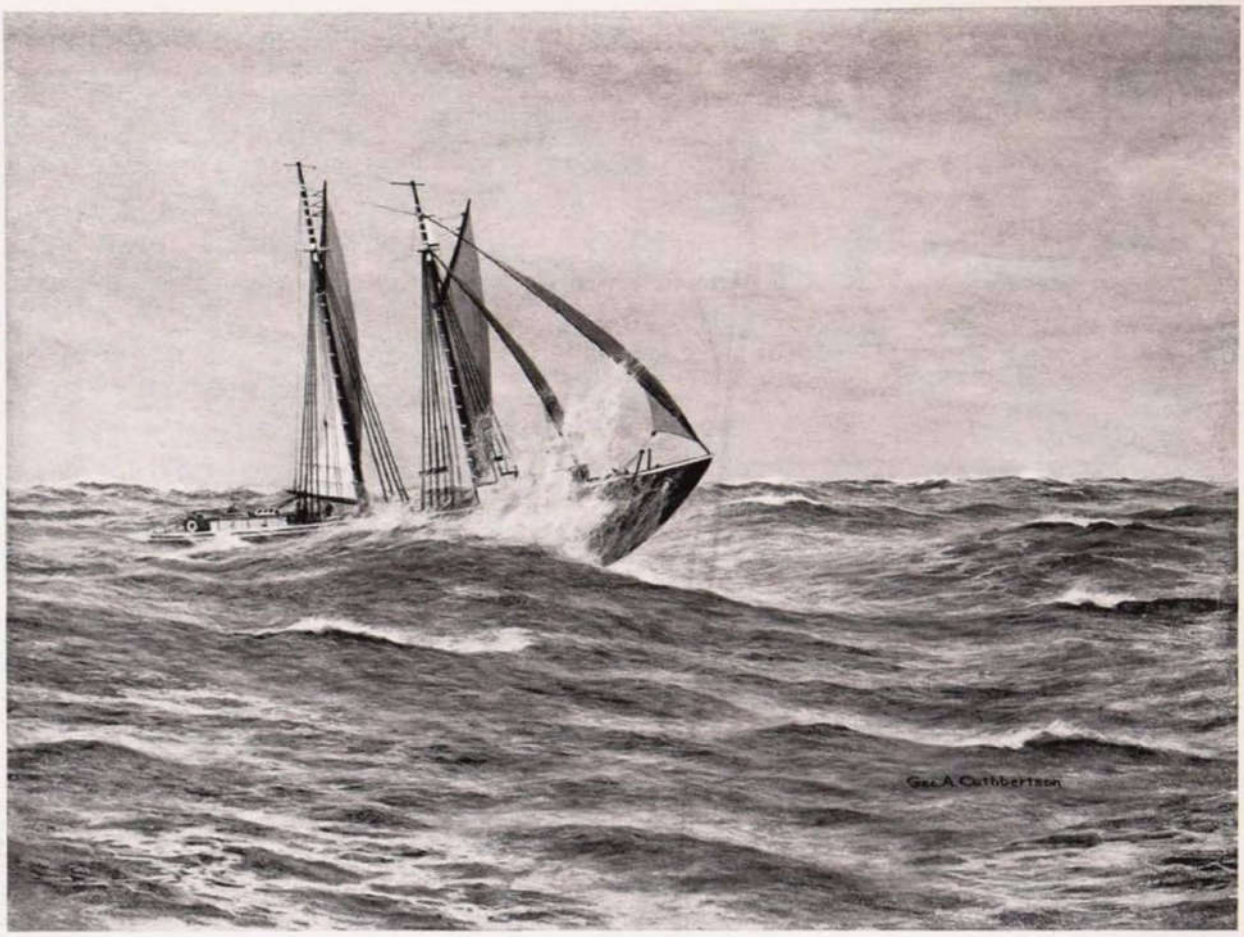
On August 23rd at 8 p.m. we got clear of the ice and experienced some very bad weather, the wind blowing right in our teeth with almost hurricane violence and continued without change for twenty-four hours.

At 1 a.m. on August 26th we dropped anchor outside the Company's post at Herschel Island and were greeted by the howling of Eskimo dogs. Mr. Johnston and two members of the R.C.M. Police came aboard almost immediately and plans for discharging our freight were discussed.

Everybody turned out at 3 a.m. on August 27th to work cargo, and we said goodbye to Herschel Island at 5.40 a.m. the following day, heading for our next port with a native pilot on board. Making fair progress against a light head wind, we sighted the motor schooner *Bonnie Belle* at 10.30 a.m. on August 29th. This vessel came alongside and Messrs. Bonnycastle (manager of the Company's Western Arctic district), Patmore, Gibson and Jones transferred to the *Fort James*. Mr Bonnycastle, acting as pilot, climbed to the top of the forward deck-house and very ably guided us through the treacherous winding channel into the harbour of Tuktoyaktuk, where we arrived at 2.55 p.m.

Tuktoyaktuk, in 69.27 north and 133.2 west is a new post, the warehouse and living quarters having been

Reading down: 1, Dutch Harbour is 166.32 west and 53.53 north, and is one of the Aleutian group. 2, Using our sails whenever practicable. 3, Three members of the Fort James crew. 4, We experienced some very bad weather, the wind blowing right in our teeth. 5, The next morning the work of discharging freight commenced. At the foot of the page: Right, After the vessel was safely moored, we replenished our fuel and water tanks. Left: Once clear of the land we ran into very bad weather, which gave us a very severe buffeting.



The Company M.S. "Fort James"

Pictures by G. A. Cuthbertson

erected this year. Canvas tents shelter the numerous transients en route to their respective posts, and everybody seemed happy and comfortable.

At 4.30 p.m. the work of discharging cargo was begun and continued until all our freight was on shore. The following vessels were also there awaiting freight and supplies for transfer to posts at different points throughout the Arctic: M.S. *Aklavik*, *Only Way*, and *Henry Ford;* the former being owned by the Hudson's Bay Company and commanded by Captain "Scotty" Gall. We were all kept busy loading these vessels, and Mr. Patmore was rather worried because their departure was delayed by adverse weather conditions. However, they all got away safely in the early morning of September 2nd, which was a perfect day with summer-like conditions prevailing.

These vessels off his hands, Mr. Patmore immediately set about loading the *Fort James*, and kept us all busy until 4 p.m. As more freight was expected by the *Pelly Lake*, which was coming down the Mackenzie, our departure was delayed until she arrived.

Loading a snowmobile onto the vessel created an interesting diversion, owing to difficulty in driving the vehicle along the narrow wharf and onto the lighter connecting with the ship. However, after a great deal of manoeuvring and lots of advice from spectators, the task was accomplished and the machine safely deposited on deck.

At 6.00 a.m. on Sunday, September 17th, after a voyage of over 12,000 miles which occupied nearly five months, the captain, chief engineer and wireless operator landed at Coppermine to fly out.

On the afternoon of September 4th, the *Pelly Lake* arrived and no time was lost in completing the loading of the *Fort James*.

We left Tuktoyaktuk at 5.25 a.m. the following morning, having with sad hearts said good-bye to two members of our crew—Joe Ingram (cook) and Hayward Brown (sailor)—who, owing to the lateness of the season and the difficulty in procuring planes, were being left behind to go out on the *Pelly Lake* and return to their homes via the Mackenzie River.

The morning looked promising, but once clear of the land we ran into weather which gave us a very severe buffeting. Heavy seas were rolling right across the ship and not a few of our new deck hands felt the effects.

At noon the following day the weather became so bad that we were reluctantly compelled to jettison some cargo in order to preserve the vessel.

On September 7th at about 4 a.m. we saw some strings of loose ice, but passed through them without difficulty, anchoring off the southwest sandspit of Baillie Island at three o'clock in the afternoon. Owing to the inclemency of the weather and the very shallow water around there, we could not attempt to get any nearer to the Company's post unless the wind moderated. However, we were saved the necessity of trying to do this, as at about 10 p.m. the Baillie Island post manager came alongside in a small native schooner and discussed his business with Mr. Bonnycastle, who was on board the *Fort James*.

The next morning at 6.45 we left for Read Island, with the weather unchanged, but made very poor progress butting against strong winds and shipping seas. In the evening a ptarmigan which had followed the ship for hours alighted on deck and stayed until next morning, which broke clear and calm. At 5 p.m. we sighted Victoria Land and three hours later were forced to reduce speed owing to inability to make port during darkness, the coast being very dangerous around this vicinity. At 8 a.m. next day, we arrived outside Read Island post and dropped anchor to await a pilot.

Mr. Bonnycastle went ashore in our small boat, and returned shortly afterwards, accompanied by Messrs. Ross and Chetty, who, after sounding the passage to the shore, decided to discharge our cargo from our present position. This we did and left Read Island at 4.30 a.m. on September 12th.

Making excellent progress, we were abeam Lambert Island at 9.30 a.m., and passed Cape Krusenstern at 12.30 p.m., arriving outside Coppermine, where Messrs. Thom and Gavin, who had but shortly come in from King William Land in the schooner *Polar Bear*, had their vessel moored with a bright light showing as a guide to the anchorage, which was about one mile off shore.

The next morning, September 13th, the work of discharging freight commenced, but was of necessity very slow owing to the long distance from shore and the stormy weather.

At 6 a.m. on Sunday, September 17th, after a voyage of over twelve thousand miles, which occupied nearly five months, the captain, chief engineer and wireless operator landed at Coppermine to go out to McMurray by plane, thence to their homes via Winnipeg.

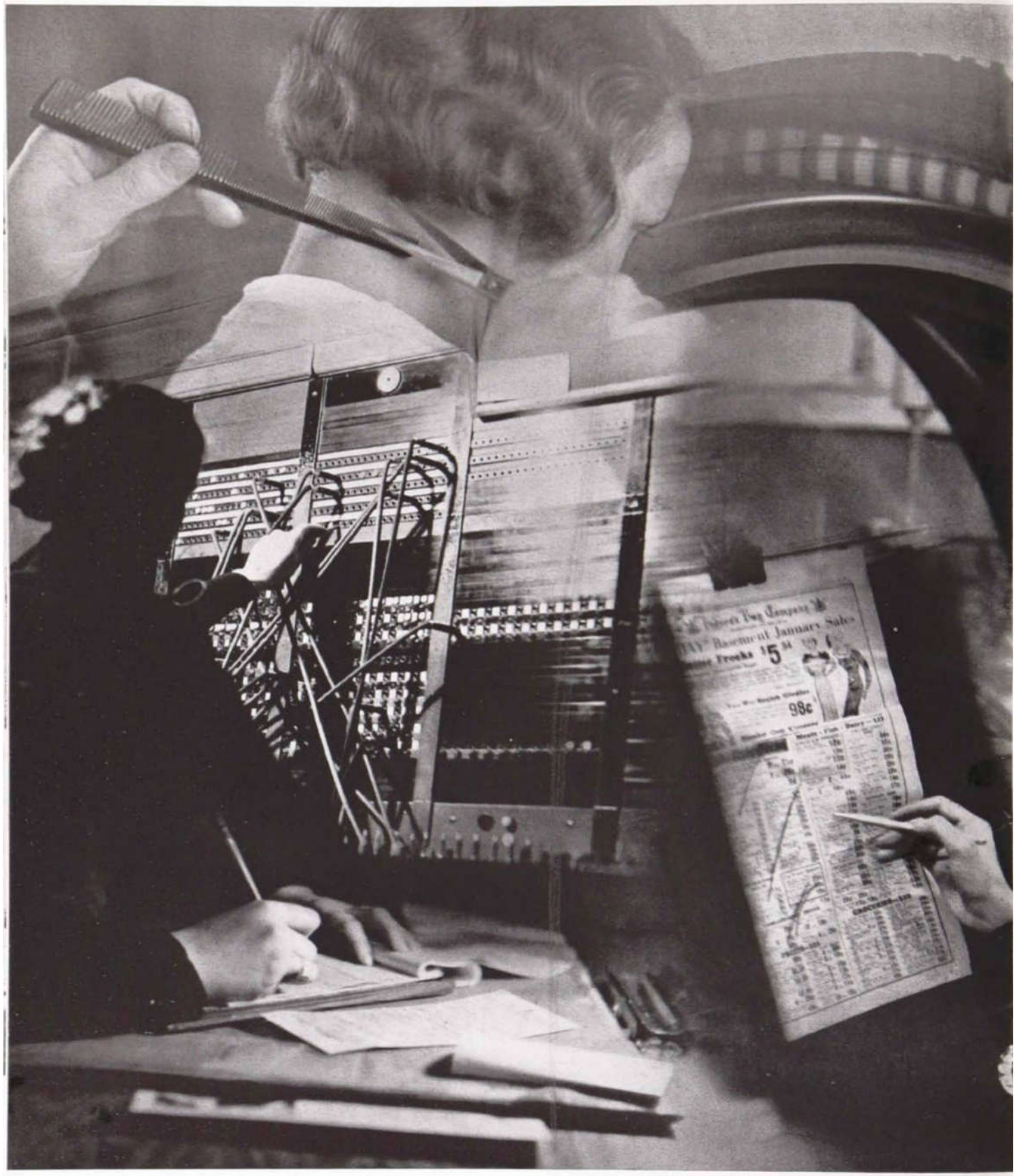
Owing to the impossibility of procuring planes for the remainder of the crew, it was decided to leave them on board to continue the voyage to Cambridge Bay, thence back to Bernard Harbour, the winter quarters of the *Fort James*, where they will wait until January for a plane to bring them out. As there is an abundance of food and plenty of fuel, they should be quite comfortable. As for ourselves, we are at last homeward bound, and looking forward with pleasure to a quick trip back to St. John's, happy in the knowledge of a job well done.

PRECISION·MINDS·HANDS·MACHINES·SPEE

THIS young woman is neither experimenting with television nor exploring the mysteries of science, but she is having her eyes tested in the Optical Department of one of the retail stores of the Hudson's Bay Company. The picture is so suggestive of the orderly blending of minds, hands and machines into performances of speed, accuracy and precision, that it has been made the first of four pages into which have been compressed a few glimpses of the department store in action. These pages might be called institutional advertising but they are presented here because they are interesting and stimulating not only to friends and customers, but to the three thousand five hundred men and women whose services make the Great Company a merchant to millions.

HANDS·MACHINES·SPEED·ACCURACY·PREC

HINES • SPEED • ACCURACY • PRECISION • MIN



ACCURACY • PRECISION • MINDS • HANDS • MA

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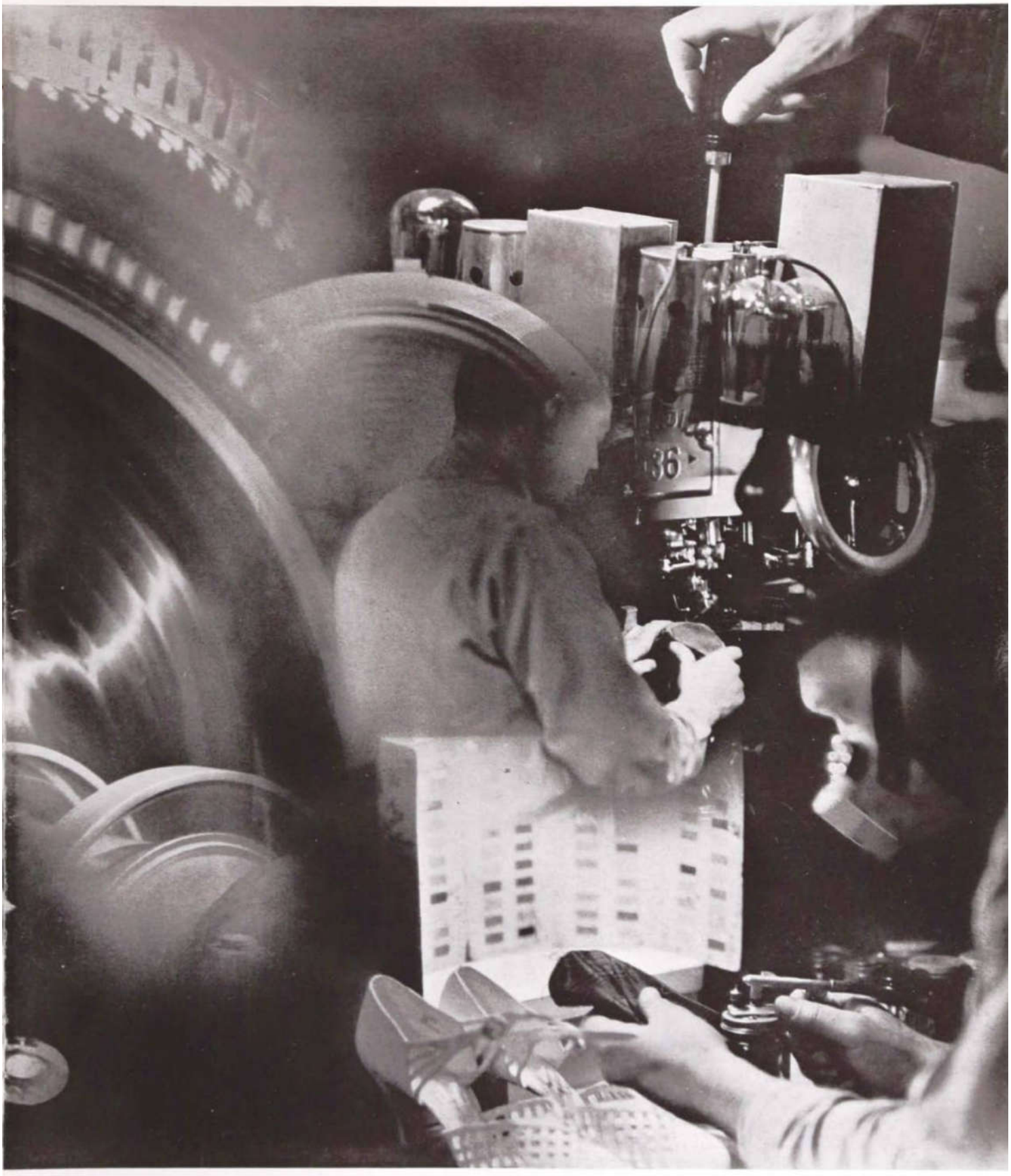

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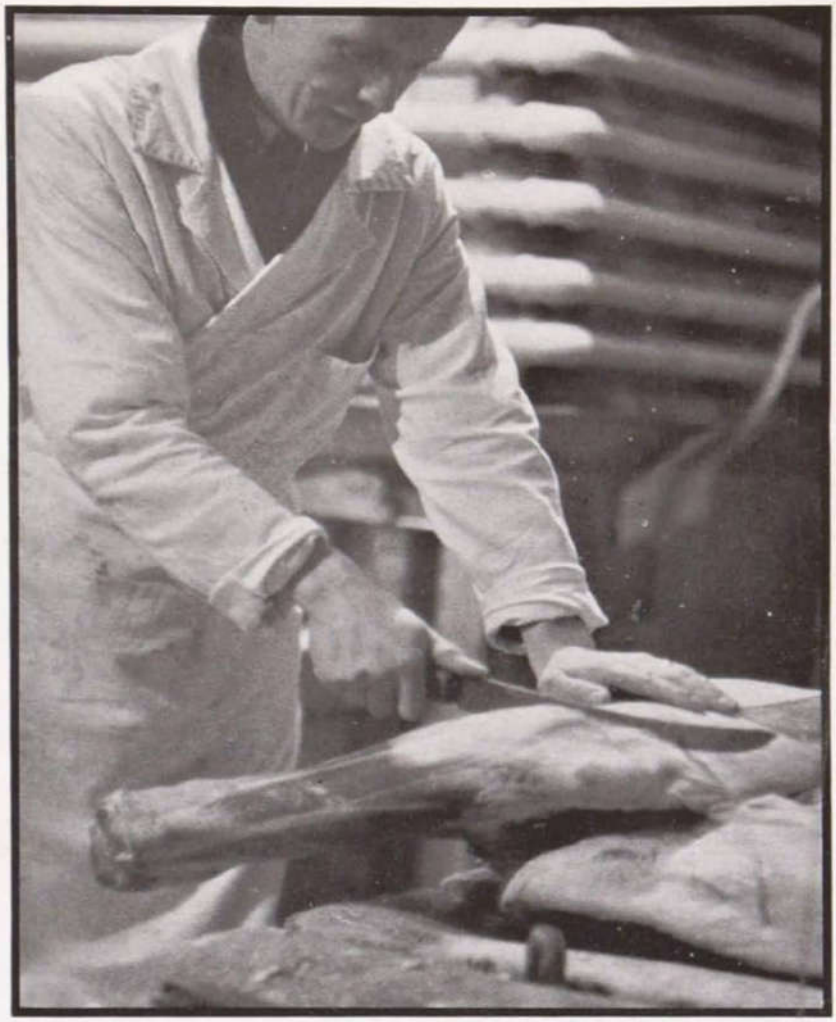
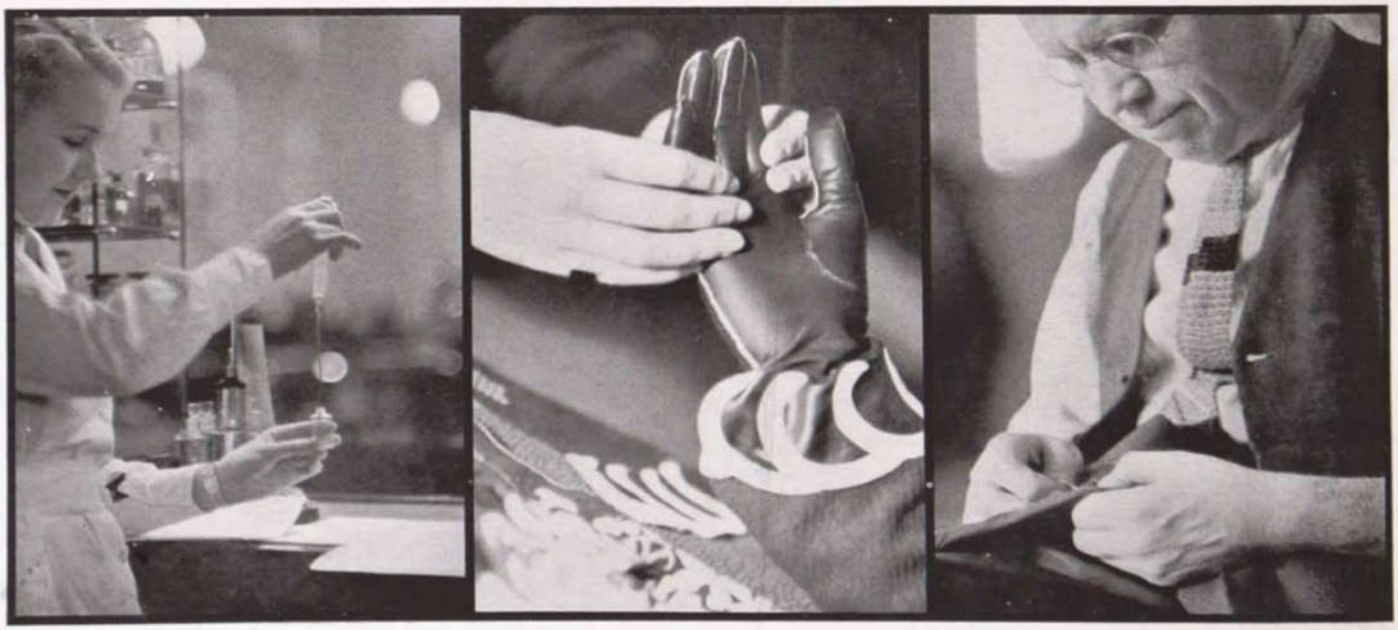


Meat is cut —— a stocking mended —— a hat fitted —— a foot measured



Perfume is bottled —— a glove tried on —— and a suit tailored

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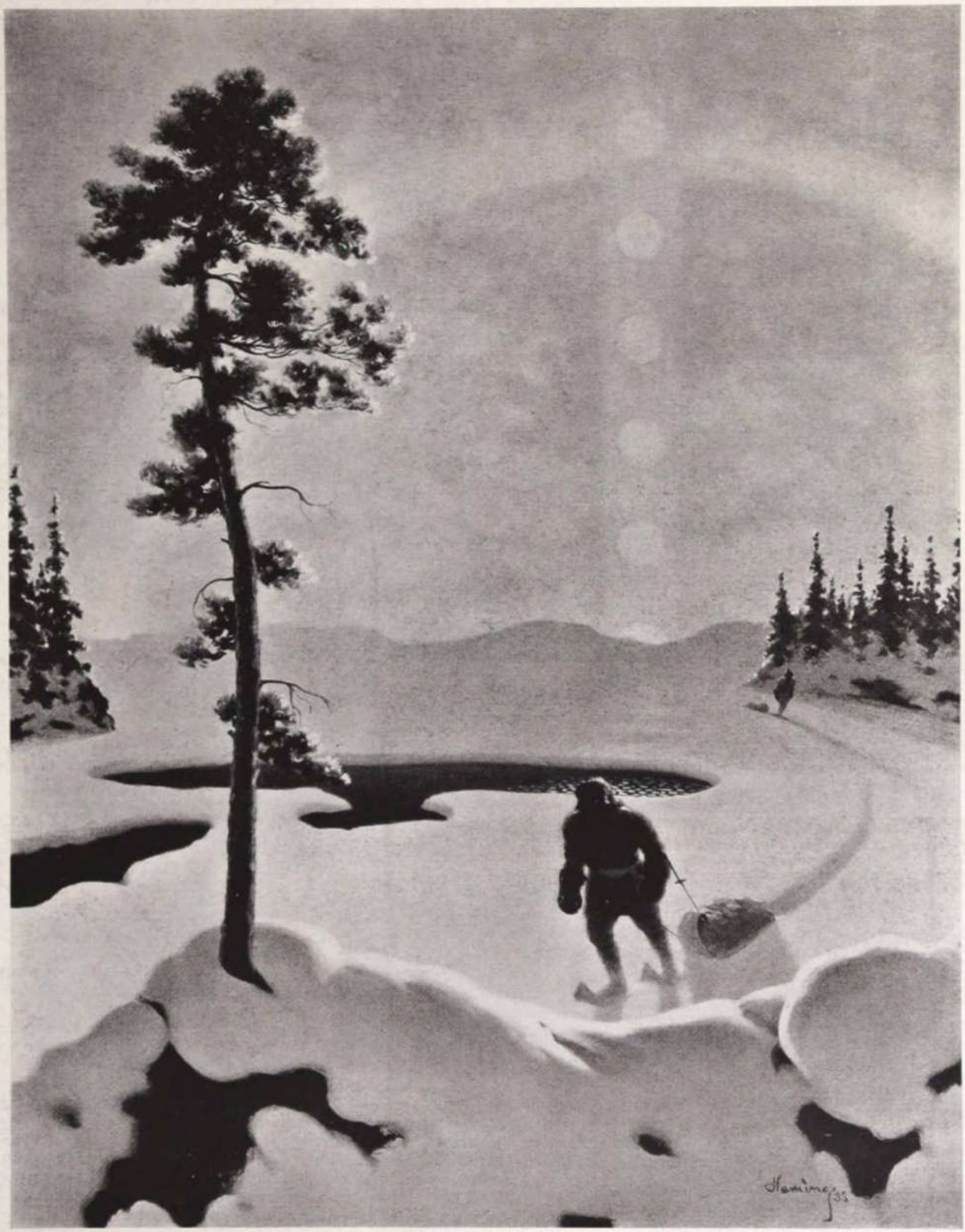


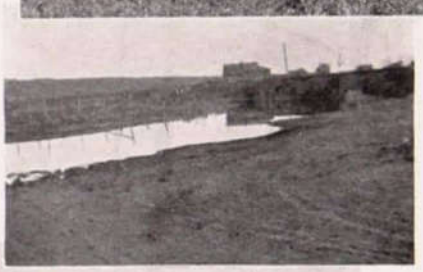
The York Factory Packet from Hudson Bay

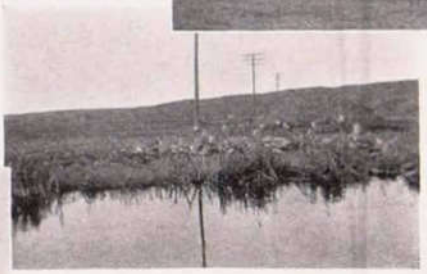
By ARTHUR HEMING

Calling Valley of the Crees and the Buffalo

By
MARGARET COMPLIN
Regina

In the Valley "Which the White Man Calls Qu'Appelle" Once Fur Traders, Indians and Buffalo Lived. Today a Crumbling Shed, Once a Schoolroom, Is Sole Relic of a Departed Glory.





Reading down from the top: 1, A typical view of the famous Qu'Appelle Valley. 2, Chimney of the Factor's House, all that remains of old H B C Fort Pelly. 3, Ford near old Fort Qu'Appelle, known today as "Water Horse." 4, House built by Chief Factor McDonald on the site of old Fort Qu'Appelle. 5, Remains of an old bridge in the Valley used by troops in the Riel Rebellion. Touchwood Trail left the Valley via a narrow coulee on the north side. 6, The last of old Fort Qu'Appelle, the schoolroom.

THE waves of the Fishing Lakes glisten and ripple in the sunlight like watered silk; the wayward little Qu'Appelle river wanders sinuously from lake to lake of the Calling Valley. But fragrant smoke from teepee fires no longer ascends spirally into the clear air; no Metis or Indian Buffalo hunters bring pemmican and peltries to Fort Qu'Appelle; and the red ensign, with the historic letters H B C on the fly, no longer flutters expectantly from the flagpole on the crumbling little building which is all that now remains to tell of that dead past when "there were no fixed habitations of man on British territory between the fort and the Rocky Mountains to the west."

Henry Kelsey, the first to attempt any exploration of the Northwest from the Bay, Samuel Hearne, discoverer of the Coppermine

river and of Great Slave lake, Anthony Hendry and Mathew Cocking were employees of the Hudson's Bay Company, but it was not until the Adventurers of England were roused from their traditional policy of isolation and inaction by the enterprising XY and North-West companies that they began the establishment of that network of posts which eventually extended "from the Frozen Ocean to the sources of the Mississippi, and from Hudson's Bay to the sources of the Western Sea," and to exercise sovereign sway over an empire larger than Europe.

It is probable that the earliest British traders to establish permanent posts on the Assiniboine or Upper Red river and its affluents, the Qu'Appelle and the Mouse or Souris river, came to the country about 1780. Fort Esperance, the first post of the Qu'Appelle of which any record appears to be available, was built in 1783 by a Nor'wester, Robert Grant. According to John McDonnell, who visited the fort ten years later, it was situated "two short days' march in canoes up the riviere qui Appelle from its mouth . . inhabited summer and winter." McDonnell also refers in his journal to traders who left Fort Esperance for the Mandan villages of the Missouri. "There is evidence that the Hudson's Bay also had sent men from the Assiniboine to the Missouri about this time," says Lawrence J. Burpee in "The Search for the Western Sea," but neither names nor dates are now extant." Brandon House on the Assiniboine, about seventeen miles below the city of Brandon, was built by the Company in 1794. Two years later the post at Portage la Prairie (the site of La Verendrye's Fort la Reine) was established. According to Dr. Bryce it was about 1799 that the Company took possession of the Assiniboine district.

The Swan River country, which later became one of the most important districts of the Northern Department of Rupert's Land, is associated with the name of Daniel Harmon, the Nor'wester, who arrived in the district in 1800. Harmon spent over three years at Fort Alexandria and various posts in the district, and we learn from his journal that in 1804 he was at Lac la Peche (probably what we today call the Quill Lakes). On March 1st he was at Last Mountain Lake, and by Sunday, 11th, had reached the banks of Cata buy se pu (the River that Calls). "The Indians who reside in the large plains," he says, "are the most independent, and appear to be the most contented and happy people on the face of the earth."

After the amalgamation of the companies in 1821, the most serious competition came from American traders and free traders who had followed the buffalo herds in their gradual recession to new feeding grounds in the west. In 1831 the Council of the Northern Department of Rupert's Land decided that "in order to protect the trade of Assiniboines and Crees from American opposition on the Missouri, a new post be established at or in the neighbourhood of Beaver Creek, to be called Fort Ellice." The next year Fort Ellice was added to the Swan River district, and Dr. William Todd, previously of Brandon House, became chief trader in charge, with headquarters at Fort Pelly.

Fort Qu'Appelle in 1867

The first Hudson's Bay Company fort on the Qu'Appelle lakes is said to have been an outpost of Fort Ellice, but no record of its establishment is to be found in any provincial records available at Regina. In 1858 Qu'Appelle Fort was visited by Professor Youle Hind, who says: "At one o'clock we reached our destination, a small trading post of the Hudson's Bay Company, which, having first been situated on the Qu'Appelle lakes, is known by that name. Pratt, a missionary of the Church of England, a pure Stoney, lived there."

Palliser, in his report of 1858-61, says: "The Qu'Appelle lakes may be considered the most western portion of the territory east of the Rocky Mountains into which the Hudson's Bay Company trade; westward of this is unknown, and the whole country is untravelled by the white man." Qu'Appelle Fort was at this time, according to Dr. Hector, situated sixteen or eighteen miles south of what is today the town of Fort Qu'Appelle. Remains of a post, once supposed to have been an establishment of the Company, can be traced south of McLean.

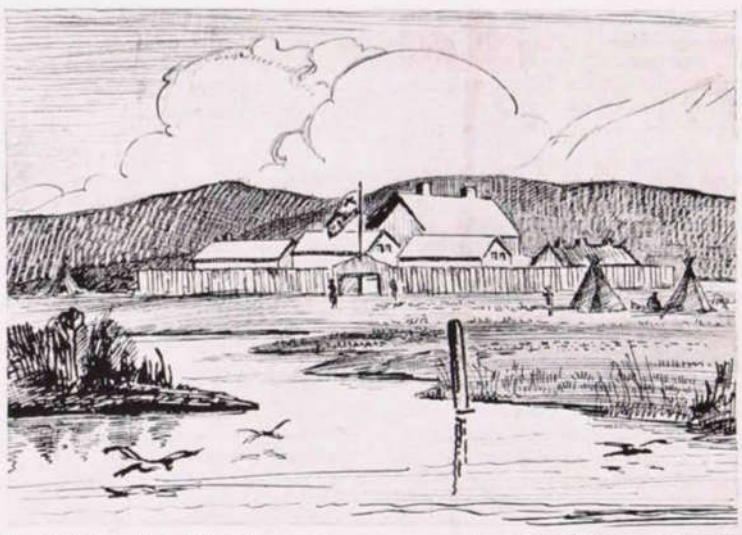
but it is likely that they mark the site of a post once operated by Metis free traders. In a little white cottage perched on the high hills overlooking Lebret and Mission Lake, there lives an old buffalo hunter, Johnny Blondeau, who claims to be able to point out the site of old Qu'Appelle Fort. His father was one of the Hudson's Bay men who built the post, and Blondeau lived there perhaps eighty years ago. He can also tell stirring tales of the days when Sitting Bull and his starving braves arrived at Fort Qu'Appelle from Wood Mountain in a vain effort to obtain a reserve in Canada.

Qu'Appelle Fort was moved to the site on the flat prairie between Echo and Mission lakes by Peter Hourie, an Orkney half-breed, in 1864; and it was while Hourie was post master that Archbishop Tache, great grand-nephew of the courageous La Verendrye, established a mission under Father Richot near the fort. In 1868 the mission was re-established four miles below the fort at what is now Lebret by Father Decorby. Faint traces of the Metis trail from Katepwa and Mission lake to the Hudson's Bay fort can still be seen.

The story of the Swan River district, more especially of the Qu'Appelle post, between 1867 and 1874 has been told in detail by Issac Cowie, whose "Company of Adventurers" is an unfailing (though not always acknowledged) source of information about Qu'Appelle and the country to the west—at that time the battle-ground of Crees and Saulteaux against the Blackfeet and their allies.

On the night of October 26th, 1867, Apprentice Clerk Cowie reached the Hudson's Bay frontier post, then a stockaded enclosure of about one hundred and fifty feet square facing the bare northern slopes of the valley—slopes as bare today as in that far-off time when Metis and Indians set the hills on fire that they might have early pasturage for their ponies, or that the buffalo might come in spring to feed on the luscious young grass. Archibald McDonald, the post master, was absent spearing fish, but the young Shetlander was kindly received by Mrs. McDonald, a daughter of John Inkster, of Seven Oaks. Cowie's description of the post is so interesting that one could wish for space to quote it in full. "At the rear of the square," he tells us, ". . . stood the master's house . . . thickly thatched with beautiful yellow straw . . . This and the interpreter's house were the only buildings which had glass windors . . . all the other windows in the establishment being of buffalo parchment. The west end of this building was used as an office and hall for the reception of Indians . . . the east end contained the mess room and the master's apartments . . . behind was another building divided into a kitchen and cook's bedroom and into a nursery for Mr. McDonald's children and their nurse . . . On the west end of the square was a long and connected row of dwelling houses . . . each with an open chimney of its own for cooking and heating . . . Mrs. McDonald owned the American cook stove imported from St. Paul, Minnesota, in the kitchen. Directly opposite the row of men's houses was a row used as fur, trading and provision stores, with, at the south end, a room for the dairy, and at the north end a large one for dog, horse, and ox harness . . . To the right of the front gate stood the flagstaff . . . and in the middle of the square was the fur packing press." Outside the stockade was a large kitchen garden, and a ten-acre field containing potatoes and barley; there was also a hay-yard, stables for horses and cattle, and a log ice-house with a deep storage cellar. About a hundred feet from the fort was the ford of the Qu'Appelle. The ford, today known as "Water Horse," is a favourite swimming place for the children of the town.

The prairie surrounding the fort was criss-crossed with buffalo paths, and deeply rutted cart trails led to the numerous Swan River posts. Fort Pelly, with an outpost at Egg Lake; Fort Ellice, with a winter post at Riding Mountain, and flying posts at Turtle and Moose Mountains; Big Touchwood, on the trail between Fort Ellice and Carlton House; Little Touchwood, south of the Saskatchewan trail; Shoal River, with outpost at Duck Bay; Waterhen and Fairford, where especially fine furs were obtained; and Manitoba post. Qu'Appelle, the most westerly permanent station, had flying posts at Wood Mountain, the Cypress Hills, and various temporary feeding grounds of the migratory buffalo. In 1869 Joseph McKay, son of the famous McKay of Fort Ellice, built an outpost of Qu'Appelle at Last Mountain. Communication with Fort Garry, at "The Forks" where all routes met, was by way of Fort Ellice and the voyageurs' route down the Assiniboine, or overland past old Brandon House, Portage la Prairie,



Fort Qu'Appelle in 1877. From pictures once property of Chief Factor McDonald.

Poplar Point, and across the White Horse Plains. The troublous days of the transfer of Hudson's Bay Company territory to Canada and the Red River Rebellion were times of great anxiety at Fort Qu'Appelle. Excitement over the troubles at Red River reached a climax in the spring of 1870, after the fall of Fort Garry and the murder of Scott by Louis Reil. The Metis squatters round the lakes and the buffalo hunters of the plains were naturally more or less sympathetic with their relations at Red River, and Mr. McDonald sent messengers to Loud Voice, Poor Man, and other friendly Cree chiefs to come to the fort and discuss the situation. A strong palisade of up-ended logs was built outside the existing stockade, and bands of Indians under Loud Voice camped in a protecting circle around the fort all summer.

Three years later even the most loyal of the Company's Indians were puzzled or antagonized when a party of suveyors under Dr. Robert Bell came to the valley. No treaty had yet been made with the Indians of "the Fertile Belt," and it was a most unwise action on the part of the Canadian government to send members of the geological survey into the territory.

On September 15th, 1874, the "first treaty between the Indians of the Northwest Territories and Queen Victoria, represented by her commissioners," was signed at Fort Qu'Appelle. Early in the month Lieutenant-Governor Morris, the Indian commissioner the Hon. David Laird, and W. J. Christie, a former chief factor of the Hudson's Bay Company, arrived at Qu'Appelle, and were given quarters at the fort by W. J. McLean, officer in charge; their escort, under Lieutenant-Colonel Osborne Smith, camped outside the palisade on the edge of the lake. It is a well reconized fact that the confidence of the Indians in the officers of the Company was invaluable to the Canadian government, but the Indians now refused to meet the commissioners anywhere on the Company's reserve, as "there was something in the way." After much delay, Osborne Smith reported their reason was that it had been surveyed without their having been consulted, and it was then arranged that the conference should be held at Kee pa hee can nik (The Flats), a short distance to the west. The Crees, under Loud Voice, were present the first day, but Cote and his Saulteaux from Fort Pelly would not attend. "We are not united, the Crees and the Saulteaux," said Loud Voice. . . "I am trying to bring all together in one mind, and this is delaying me." A garbled account of the transfer of Hudson's Bay territory to Canada had also reached the Indians, who claimed that the £300,000 paid the Company should have been given to them: "When one Indian takes anything from another we call it stealing," said a chief known as The Gambler. Even Indians who had known and trusted Archibald McDonald for years seemed troubled to see him with the commissioners. "This man that we are speaking about," said one of the chiefs, "I do not hate him; as I loved him before I love him still, and I want that the way he loved me at the first he should love me the same. . . I do not want to drive the Company anywhere. . . What I said is . . . they are to remain here at their house. Supposing you wanted to take them away, I would not let them go . . . we would die if they went away." Poor children of nature! So wise, so perplexed; so doubting, so trustful. One cannot but pity them as they signed away the goodly heritage that had been their fathers' from time immemorial!

With the placing of Indians on reserves, the passing of the buffalo, and the advent of railways and settlers into the country, the Old West passed away, and the Company adjusted its trading methods to the changing life of the territories.

The season of 1882 is remembered to this day by old-timers as the year of high water on the Assiniboine and Qu'Appelle. When the spring floods abated Chief Factor McDonald moved from Fort Ellice to Qu'Appelle, which became headquarters of Swan River district. "Stirring times in the valley that spring," says a former member of the Northwest Mounted Police, one of the escort of the Marquess of Lorne during his historic trip through the West in 1881. "The Hon. Edgar Dewdney, Lieutenant-Governor, was camped at Fort Qu'Appelle before he selected Regina to be the capital; also his great opponent, T. W. Jackson; Archie McDonald, chief factor of the Hudson's Bay; and others."

Through the courtesy of Mr. Ernest Read, once a clerk of the Company, I am able to give a description of the post in those colourful days. Mr. Read, a mere lad at the time, was with Major Boulton and the party who in 1879 crossed Bird Trail creek and were the first settlers round Shellmouth near the old Fort Pelly trail.

"When I first saw the fort in 1883," says Mr. Read, "the factor's residence was on the east side; the large packing plant and fur house were in the centre at south. A two-storey frame building stood in the southwest corner, the lower floor of which was used as an office, the four rooms above, used as bedrooms for the staff, opened on a wide hall which served as our sitting-room and was heated by a huge box stove. We had some jovial times there, especially when a Scot named Stewart played his bagpipes. To the north of this building was the coach-house, with ice-house underneath. Outside the palisade were the stables, and near them the whip-saw pit. The new trading store, with its innovation of a deep front for displaying goods, was also outside the palisade, to the north."

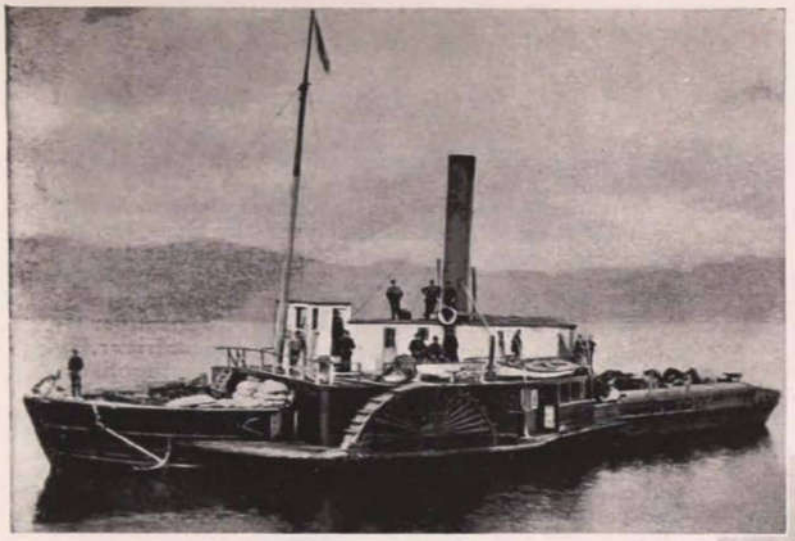
On the stroke of twelve on New Year's Eve the staff met at the factor's house to wish him a "Happy New Year." The bagpipes skirled, and a Scot named Noble danced the sword dance with brooms crossed on the floor in lieu of swords. "Where the McDonald sits is the head of the table," and as long as Archibald McDonald lived at Fort Qu'Appelle his house on the Hudson's Bay reserve was the centre of the whole community.

Changing conditions arose with the settlement of the valley, and the Company no longer enjoyed a monopoly of trade. The first opposition apparently came from the firm of Mowat Bros., who about 1880 built a store to the east of the barracks of the Northwest Mounted Police and the house of Colonel Macdonald, Indian agent. With the development of the village of Fort Qu'Appelle, the trading store on the reserve became unsuitable, and in 1897 Chief Factor McDonald [*Continued on Page 58*

VICTOR ALEXANDER CAZALET, M.C., M.P.

Of the Committee of the Hudson's Bay Company

CAPTAIN CAZALET *was born on 27th December, 1896, and was educated at Eton College and Christ Church College, Oxford. He joined the West Kent Yeomanry in 1915 and transferred to the 1st Life Guards, a household battalion, in 1916. He served in the trenches until 1918, and was at the Supreme War Conference at Versailles, then on the British staff in Siberia, 1918-19. In 1923 Captain Cazalet contested the Chippenham constituency and was private secretary to Sir Philip Cunliffe Lister during 1922-23. From 1924 to 1926 he was Parliamentary private secretary to the president of the Board of Trade, having been elected a member of parliament for Chippenham in 1924, which constituency he still holds. He is a keen sportsman, receiving his "Blue" for tennis at Oxford and winning the amateur squash championship in 1925, 1927, 1929 and 1930.*



The Hudson's Bay Company's famous little paddle-wheeler, "Beaver," the first steamboat ever to enter the North Pacific. Photograph was taken during her old age.

The inglorious end of a pioneer—the pitiful remains of the "Beaver" at Prospect Point in the entrance to Vancouver Harbour before they slipped into deeper water.

Paddle Wheels and British Oak on the North Pacific

Hudson's Bay Company Fur Trading Vessels Made Maritime History by Bringing Steam to the British Columbia Waters and Were Forerunners of the Famous Canadian Pacific Railway "Princess" Line

By NORMAN HACKING, Vancouver

IT was just one hundred years ago that the first steamboat to enter the North Pacific Ocean was laid down at the famous yards of Green, Wigram & Green at Blackwall on the Thames for the Hudson's Bay Company. Although steam navigation was still in its infancy, progressive counsel had prevailed at the committee of the Company, and the paddle-wheeler *Beaver* was constructed to carry on the fur trade in the far western outposts of America. The whole maritime history of British Columbia for fifty-three years is linked with the career of this sturdy steamer.

The vessel was constructed with the utmost care. The elm keel was of unusual strength and size, as were also the oak stern and stern-post. The ribs were of the best oak and green-heart, carefully dressed and of large proportions. The spaces between the frames were filled in solid, to a level above the water-line, with curved timbers of the same material and thickness. The outside planking was of oak and African teak, especially thick at the walls, and was securely fastened to the frames with copper bolts and oak tree-nails. A sheathing of copper was fastened all over the exterior of the hull. The inside lining of the frame consisted also of oak and teak planking, across which on either side ran diagonally heavy iron straps which were fastened to the frames with rivetted iron bolts. It is little wonder that the steamer would never wear out with such a stalwart construction.

The *Beaver* had an overall length of one hundred and one feet four inches, and a depth of eleven feet six inches. She carried a crew of twenty-six men. Her engines were constructed by Boulton & Watt, the pioneer manufacturers of steam engines.

The launching was performed May 2, 1835, by Mrs. John Labouchere. A tremendous crowd, including King William IV, is said to have witnessed the ceremony, a true epoch in marine history.

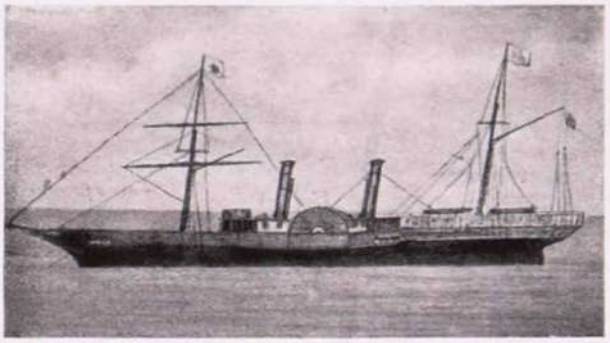
On August 29, 1835, the vessel left Gravesend for the North Pacific under command of Captain David Home. She was rigged as a brig and made the whole voyage to Fort Vancouver on the Columbia under canvas. It is interesting to compare her passage of one hundred and sixty-three days with the records of ninety days between Astoria and England by the wheat clippers in the 1890's.

After arrival at Fort Vancouver the *Beaver's* paddles were placed in position, and on May 16, 1836, steam was raised and the engines tried for the first time. Thus did the first steamboat churn the first paddle-wheel in the North Pacific.

One of the early duties of the *Beaver* was an examination of the lower end of Vancouver Island in 1837. Upon the report of this survey, the new western headquarters of the Company were subsequently established by James Douglas in 1843.

On March 15 of that year the *Beaver* landed a little force of men opposite the Indian village of Camosun. Materials for construction of stockades, bastions and dwelling houses were unloaded, and then the ship sailed northwards on a trading expedition, leaving behind the artisans who were to construct Fort Vancouver.

Dr. J. S. Helmcken, pioneer physician of the Hudson's Bay Company in the northwest, gives a description of the *Beaver* as he saw her in 1850. "She had the appearance of a small man-of-war, had four brass cannons, muskets and cutlasses in racks around the mainmast, and hand grenades in safe places. Along her sides were boarding nettings, and these could be triced up as the case required. Her anchors and cables were always ready, as no wharves existed in those days. She carried plenty of hands not only for defence but to cut wood for the furnaces, there being no coal in her early career. When leaving Victoria; she was saluted by the fort with five guns, as it was a matter of policy to keep up the dignity of the Company not only at Victoria but at all the other posts along the coast to impress the Indians."



Clipper-model, barque-rigged paddle-wheel steamer "Labouchere" built at Sunderland in 1858 for the Company's Pacific coast trade.

The *Beaver* was at first regarded as a thing of bewitchment by the Indians, and avoided with superstitious awe. This fear was later succeeded by a measure of pride and admiration for the miraculous steam dug-out. John Dunn, a Hudson's Bay Company employee, writing in 1844, tells of an amusing incident with the Bella Bella Indians: They promised to construct a steamship on the model of the *Beaver*. The crew laughed and shook their heads incredulously, but in a short time they found that the Indians had felled a large tree and were making a hull out of the scooped trunk. Some time after this their rude vessel appeared. She was about thirty feet long, all in one piece—a large tree hollowed out and resembling the shape of the *Beaver*. She was black with painted ports, decked over. Her paddles were painted red, but under cover were hidden Indians to turn them round. This notable craft was floated triumphantly and made the speed of three miles an hour. The Indians considered that they had nearly come up to the point of external structure, but they were forced to admit that the machinery baffled them.

After 1853 the *Beaver* was no longer alone in her glory on the coast, for in that year the Company dispatched the new steamer *Otter* from England to join her.

The year 1858 brought a momentous change in the fortunes of the somnolent colony of Vancouver Island. Gold was discovered in the Fraser river, and almost overnight Victoria became a metropolis of gold seekers. Passages to the Fraser river were at a premium.

The Company took full advantage of the opportunity and both the *Beaver* and *Otter* were placed on the passenger trade from Victoria up the river to Langley. The *Beaver* was never intended for this service, and consequently the gold seekers suffered acutely from her primitive accommodation.

On November 19, 1858, the *Beaver* took part in an event of particular historical interest. This was the proclamation of the new mainland colony of British Columbia at Fort Langley. Amid a torrent of rain, Governor James Douglas, his suite and a detachment of Royal Engineers were landed at the fort by the ship. As the party entered the stockade, the *Beaver* fired a salute of eighteen guns and the British flag floated over the temporary capital of Her Majesty's newest colony.

In 1863 the *Beaver* was leased to the Imperial government and served until 1870 as a survey vessel under Captain Daniel Pender, R.N. A great deal of valuable work was accomplished, many of the geographical features of the coast being named at this time by Captain Pender.

The *Beaver* returned to the Company in October 1870, but her days of usefulness to them were nearly ended. The fur monopoly had been rescinded in 1859 and there was now little use for her services. She was converted into a towboat in August 1874, being sold shortly after to a Victoria firm for the splendid sum of $17,500. Her hull was still remarkably sound, and her engines, although antique, were exceptionally free from disorder.

The remainder of the career of the *Beaver* is quite prosaic. For fourteen years more she ploughed her way through the myriad inlets of the British Columbia coast, generally bringing booms of logs from the logging camps to the mills. Her end came on the night of July 26, 1888, when she ran aground at Prospect Point, in the entrance of Vancouver Harbour.

Here she lay for four years, the prey of souvenir hunters and the ravages of the elements. She was stripped of every movable effect, but nevertheless a company was formed in 1892 to salve the remains

and transport the historic wreck to the World's Fair at Chicago. Before this could be accomplished, the swell from a passing steamer caused the pitiful remains to slip into the deep channel. Within a short time the last vestiges of the steamer that had survived for fifty-eight years had disappeared.

Many relics were saved from the vessel. Her ship's bell and anchor repose in the Vancouver city museum. Her last nameplate can be seen in the Hudson's Bay Company museum at Vancouver. Her mast was erected in Stanley Park, Vancouver, in 1913 as a flagpole and today still flies the flag of the Hudson's Bay Company. A memorial cairn was erected near Prospect Point in 1925 to mark the spot where the vessel met her end. Her last skipper, Captain George Marchant, was able to be one of those attending the ceremony. The plaque on the cairn concludes with the inscription, "The story of the *Beaver* is the story of the early development of the western coast of Canada."

The fame of the *Beaver* somewhat overshadows the interest attached to the second steamer to plough the waters of British Columbia, the *Otter*. In the construction of this steamer, the committee of the Hudson's Bay Company once again showed themselves progressive in the extreme, for the *Otter* was the first screw propelled vessel ever built for service in the Pacific.

She was constructed at Green's Blackwall yards in 1852. She was a barque-rigged wooden vessel of similar stout construction to the *Beaver*. Her method of propulsion was always a source of amazement to the Indian population. They could understand paddle wheels, but a propeller completely baffled them. Her engines, which were looked upon as a marvel of mechanical skill at the time, had been exhibited at the great London Exhibition of 1851.

The *Otter* was a steamer of two hundred and twenty tons burden, with a length of one hundred and twenty-two feet. She left London in January 1853 and reached her destination at Victoria five months later. With the coming of the gold seekers in 1858 she was given immediate employment as a transport in the Fraser river trade. Until 1862 she was engaged almost entirely in the freight and passenger traffic between Victoria and New Westminster.

In the early days of the Cariboo gold rush the *Otter* conveyed huge sums of treasure to Victoria, where it was generally forwarded to San Francisco. On one trip on November 19, 1861, she arrived at Victoria with $300,000 in gold dust aboard. In the month of October of that year she was estimated to have carried altogether $625,000 in gold dust.

The *Otter* was replaced on the Fraser river by the Company steamer *Enterprise* in 1862, but she was frequently engaged on the run during the winter months. During the next twenty years her chief occupation was that of a trade ship between northern outposts. She was a frequent sight at all the isolated fur posts, logging camps and Indian villages between the Strait of Juan de Fuca and Alaska. She carried the first Methodist ministers to their labours at Port Simpson in 1874, and was often the sole contact with civilization wherever she went.

In 1883 the *Otter* and all other Hudson's Bay steamers on the coast were transferred to the Canadian Pacific Navigation Company, a combine in which the Hudson's Bay Company held a large interest. For the first time in the history of the veteran steamer, the H B C flag was hauled down and the houseflag of another company substituted.

The *Otter's* days of usefulness were nearly over. She was employed in a general freighting capacity for some years, but was later dismantled and used as a coal hulk. She was sold in 1890 to a wrecker, and burned at Esquimalt for her copper.

The third of the Hudson's Bay Company trading steamers on the British Columbia coast was the fine side-wheeler *Labouchere*, built at Sunderland in 1858. This vessel was almost twice as large as the pioneer *Beaver*, being two hundred and two feet in length.

She was a smart clipper-modelled barque-rigged vessel, with two funnels and five gunports on either side. She proved much too ambitious and expensive for the trade for which she was designed, and the Company made several attempts to sell her soon after completion.

During one of her many trips on the northern coast, the *Labouchere* had a rather exciting experience of Indian treachery. At this period the coast natives had reached about their lowest depths of debauchery, insolence and untrustworthiness.

The incident occurred on August 2, 1862, at Hoonah village, about one hundred and fifty miles north of the Stikine river. The trouble began over the price of a sea-otter skin. After much discussion and anger the Indians eventually refused to trade and forced the gangway. Captain John Swanson and the chief trading officers were each seized by about thirty savages armed with knives, guns and clubs. They were instantly disarmed, and soon three hundred Indians were swarming over the deck. The chief officer and his men succeeded in keeping the savages aft at the point of the bayonet, but dared not fire as it would have meant instant death for the captain and trader. Two cannons were loaded with grape and canister and trained aft on the enemy.

After a great deal of forbearance on the part of the crew the Indians finally agreed to a parley. Both sides discharged their arms in the air. The savages gave two otter-skins as gifts, and the chiefs expressed their contrition, although they retained possession of the fire arms of their prisoners. To please the natives the two captives entered the chief's canoe and paddled about the harbour amid general singing and rejoicing. At last, after a great deal of tact and forbearance, the captain and trader returned safely to the ship and the Indians were persuaded to disperse. Nevertheless a constant watch was maintained to prevent treachery.

This incident might well have turned into a massacre had the Hudson's Bay men not have had long experience in dealing with the untrustworthy Indians. Actual clashes were very infrequent, although Yankee traders on the coast had more than one sanguinary battle with the Indians on the British Columbia coast.

Early in 1866 the Big Bend gold excitement caused the colonial governments to subsidize the

Labouchere for mail and passenger service between Victoria and San Francisco. She was to receive $1,500 a trip for her services. Over $30,000 was expended by the Company in overhauling the vessel.

On her second trip from San Francisco, April 1, 1866, the *Labouchere* ran upon a reef near Point Rayes in a fog, backed off and foundered in deep water the next morning. Her large number of passengers escaped in the ship's boats, only two being drowned. The captain and his crew were rescued by a fishing smack shortly before the *Labouchere* capsized.

With the opening up of British Columbia the Hudson's Bay Company entered extensively into the passenger carrying trade, particularly the carriage of passengers and supplies from Victoria to New Westminster *en route* to the wealthy mines of the interior. In February 1862 the steamer *Enterprise* was purchased for this route. She was an American side-wheeler which had proved unprofitable in the Puget Sound trade. The Company bought her for the bargain price of $60,000. She was a wooden vessel one hundred and forty-two feet long, with beds for sixty passengers and accommodation for one hundred and fifty tons freight.

Another Hudson's Bay Company pioneer, the steamer "Otter," first screw propelled vessel to be built for service in the Pacific Ocean.

For over twenty years the *Enterprise* was employed almost continually and made a fine fortune for her owners. In 1883 she was extensively overhauled and passed into the hands of the Canadian Pacific Navigation Company. Two years later she stranded in Cadboro Bay, near Victoria, after a collision, and was soon stripped and abandoned. In her day the *Enterprise* carried more gold from the mines than any other boat on the river.

The finest vessel yet to arrive in British Columbia waters was the side-wheeler *Olympia*, which appeared on the scene in 1869. She had been built in New York at a cost of $200,000 for American owners and was intended to run between Puget Sound and Victoria. She was very staunchly built, and had a hull of seasoned white oak which was to withstand the ravages of time for fifty years. The *Olympia* entered a hectic career for a few years on the Victoria run. Competition was cut-throat. So bad did it become, fares dropped from $16 to 50 cents, and ultimately steamers advertised for a time, "Free transportation, free meals and a chromo." The *Olympia* could not long withstand such an unprofitable course and she was soon laid up.

In 1878 the Hudson's Bay Company found themselves faced with some very stiff opposition on the Victoria and Fraser river route. The *Enterprise* and *Otter* were losing out in the battle, so the *Olympia* was purchased from her bankrupt owners for $75,000. She was transferred to British registry and renamed *Princess Louise* in honour of the consort of the governor-general. She soon proved herself superior to any other vessel on the run, and the opposition was forced to retire from the field. The name of this vessel is of particular significance, for she was the forerunner of the long line of fine ships with the prefix "Princess" that have operated on the British Columbia coast.

The *Princess Louise* served as the first steamer on the Vancouver-Victoria ferry run, and in her later years was largely employed on the northern routes, making connections with the many logging camps and canneries on the coast. During the hectic days of the Klondike gold rush she was pressed into service with every other available old floating relic, and carried her share of gold seekers to Wrangell and Skagway.

In 1900 the Hudson's Bay Company sold all their interests in the coastwise passenger fleet to the Canadian Pacific Railway; so the *Princess Louise* again changed hands. She was converted into a barge in 1906, and was still afloat in that capacity until very recently.

Although the Hudson's Bay flag disappeared from coastwise steamers in 1883, the Company still maintained a large interest in the trade until the C.P.R. finally took over control. River steamers were also operated under the H B C flag on the Skeena and Stikine rivers from the nineties until the war years. Construction years of the Grand Trunk Pacific railway was a period of special prosperity for the hardy little river craft, but when the trains began running their usefulness ended.

From 1913 until 1933 the steamboat interests of the Company on the coast were confined to the annual voyage from Vancouver north to the Arctic with supplies for the northern posts. The Western Arctic adventure was started with the chartered American Schooner *Ruby*, and since then there have been twenty-one cruises north. The last vessel to sail from Vancouver was the auxiliary schooner *Fort James*, which sailed north from Vancouver in the fall of 1934, to be used to distribute Western Arctic supplies which now are sent by river steamer down the Mackenzie river to avoid the dangerous ice fields of the North Alaskan coast.

Although the Hudson's Bay Company flag is not flown as frequently today over ships in British Columbia as has been the case in older times, the old tradition is still maintained with all the vigour which characterized the early pioneer fur traders who first ventured up the coast with the Company wares over a century ago. The spirit of the *Beaver* lives on.

Presentation to His Majesty King George V at Sandringham

"Mr. P. Ashley Cooper has arrived at Sandringham." —January 16th, 1935.

The above extract from the Court Circular is the bare announcement of the last ceremony in connection with the Governor's voyage to Hudson Bay last summer. The message which the Governor conveyed to the Eskimos from the King was the first that a sovereign had ever addressed especially to his native subjects in the Canadian Arctic. To commemorate the event, the King and Queen graciously consented to accept from the Company various gifts, which the Governor presented to Their Majesties at Sandringham.

The Gifts Presented to Their Majesties at Sandringham.

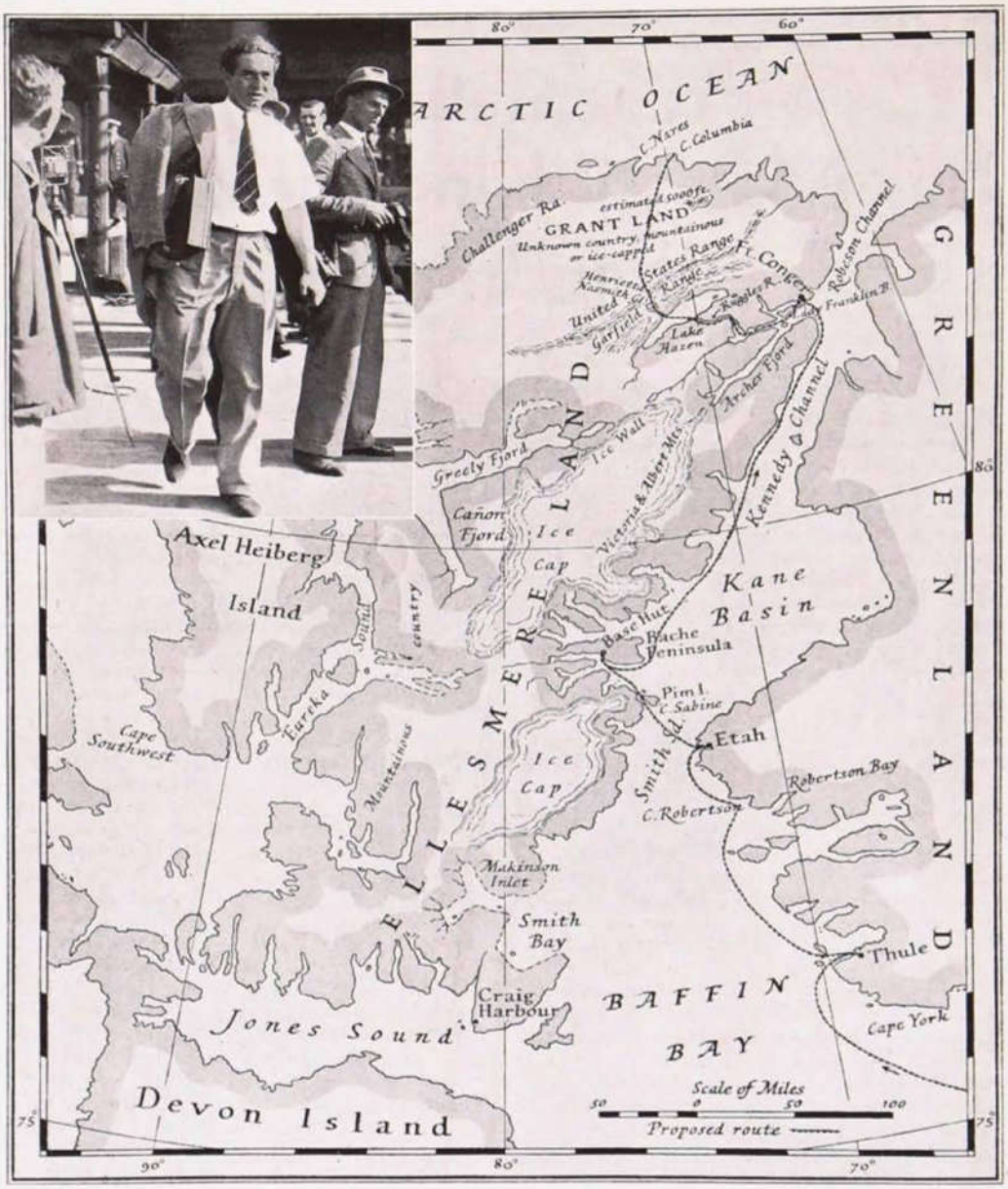
The gifts (of which a photograph is shown) were as follows: To the King an illuminated album containing the Royal message, the loyal replies from the Eskimos at each trading post, the words of "God Save the King" as written out in Eskimo by a hunter at Port Burwell and a pictorial map of Hudson Bay, Baffin Land, Northern Quebec and Labrador. There was also a splendid example of Eskimo carving in ivory which had been specially selected by the Fur Trade Commissioner. To the Queen were presented two blue fox furs, the finest skins from the last outfit.

On the occasion of the presentation, the Governor had the honour of a long conversation with Their Majesties, who expressed themselves as delighted with the gifts. His Majesty had already read the special commemoration book, "Trading into Hudson's Bay, 1934," and showed himself greatly interested in all the events and incidents of the voyage, asking numerous questions about the country, the Eskimos and their mode of life, the fur bearing animals and many other matters.

It is interesting to note that this is the first visit of a Governor to the Sovereign on behalf of the Company since 1713, when the then Governor, Deputy Governor and Committee presented an address to Queen Anne, thanking her for her protection and assistance in dealing with the French. Two previous deputations in 1688 and 1690 were for the purpose of presenting to James II and William III their dividends in golden guineas. For James, who, as Duke of York, was the second Governor of the Company, had been presented, on the Company's foundation, with three hundred pounds of the original stock, which, on his flight in 1688, devolved on William III and was subsequently owned in succession by Anne, George I, George II and George III.

The Crown and The Company

Granting of the Charter to Prince Rupert by King Charles II.	2nd May, 1670
Presentation of Address to King James II on his accession by Deputy Governor (Sir James Hayes) and members of the Committee.	20th Feb., 1685
Presentation of H B C dividend to King James II by Deputy Governor (Sir Edward Dering) and members of the Committee.	October, 1688
Presentation to King William III of dividend and Address by Deputy Governor (Sir Edward Dering) and members of the Committee.	26th Sept., 1690
Presentation of Address to Queen Anne by Governor (Sir Bibye Lake), Deputy Governor (Capt. John Merry) and members of the Committee.	27th May, 1713
Queen Victoria granted the dignity of a baronetcy to John Henry Pelly, Esquire, Governor.	6th July, 1841



Map showing the proposed route to be followed and, inset, Edward Sheckleton, organizer.

The Oxford University Land Expedition 1934

The Objectives, Plans and Personnel of the Expedition Now Wintering at Etah, Greenland, Preparatory to Exploration on the Northern Extremity of Greenland

THE expedition has received the full approval and support of Oxford University and the Royal Geographical Society, both of whom have made grants to the expedition. The Canadian Government and the Danish Government have given their approval.

Geographical Description—Ellesmere Land is situated in Canadian Arctic territory adjacent to northwest Greenland, from which it is separated by a channel of water twenty-five miles wide at the narrowest part of Smith Sound. Its southern limit, separated from Devon Island by Jones Sound, is just north of the 76th parallel of latitude, and it extends in the north to the 83rd parallel, where it borders the Arctic Ocean. It is the unexplored territory known sometimes as Grant Land between the 82nd and 83rd parallels which is the main geographical object of the expedition.

Previous Expeditions—The first big, and also the only British expedition to visit Ellesmere Land was the English Naval Expedition under Nares, which in 1875 reached Cape Columbia, the most northerly point in the Canadian Arctic. It was here that Albert Markham in the same expedition and later, Peary set out on their attempts to reach the North Pole. Since Nares there have been eight other expeditions, none of them British, and the whole coast-line has been mapped, although in parts only very roughly. The first east-west crossing was accomplished in 1882 during Greely's expedition, and in the course of the preliminary exploration for this journey a large fresh water lake was discovered in latitude 82. Eskimo remains were found on its shores, but circumstances did not allow a very close investigation of the district. Greely, however, observed a huge ice wall to the southwest, and on the north a lofty chain of mountains called by him the "United States Range." This range was broken in one place by a big glacier which evidently had its source in the high snow fields of the unknown country between Lake Hazen and the northern coast of Grant Land. It is hoped that this glacier will prove to be the gateway to the unexplored country beyond.

Intentions—The expedition intends to spend a year in the country, from August 1934 till August 1935. There has been done in the interior of Ellesmere Land very little geological work and scarcely any survey work further than the coast. It is the intention of the expedition to concentrate on the northern section of the country, which is virtually unknown, and where geological discoveries of the greatest interest are expected. It will be possible, therefore, to do most valuable scientific work, and for this purpose the expedition, which will consist of not more than six members, will include two surveyors, one geologist, one photographer and general biologist, and one ornithologist. The sixth member of the party will be a member of the Royal Canadian Mounted Police, who has already spent some time at the police post in southern Ellesmere Land. Finally, the possibilities of aviation and of future air routes in this part of the Arctic will be investigated.

Permits, Transport, Etc.—The proposed base of the expedition will be at Bache Peninsula. This is the site of a police post established in 1925 which, owing to difficulties in relieving it, was last year abandoned, together with a large quantity of stores and all its equipment. The Canadian Government have given permission for its use, and the expedition will therefore have at its disposal a fully furnished Arctic hut. In addition there is an emergency cache of supplies, renewed two years ago, twenty-five miles away at Fram Havn, near Cape Sabine, which was the base of the Sverdrup Expedition (1898-02) and at which point were enacted the final scenes of the Greely Expedition in 1883. The Danish Government agreed to co-operate in transporting the expedition up the west coast of Greenland, and if possible to Bache Peninsula.

Working Plans—On arrival at Bache Peninsula, the expedition will immediately go into winter quarters, and will spend the dark months in making arrangements for the spring journey to northern Ellesmere Land and in geology and such astronomical survey as will be possible for fixing the exact position of the base. If possible, the line of approach to Lake Hazen will be reconnoitred and depots may be laid out.

Main Objective—In early spring (sometime in March) the expedition will sledge north, following Peary's route as far as Fort Conger, where huts and a cache of supplies from a previous expedition are known to exist. Then, leaving the coast, the expedition will travel, with an advance party to make sure of the way, along the already known and comparatively easy Ruggles River route to Lake Hazen. Survey and geological work will be done in this region while the most competent mountaineers search for the best way to cross the United States Range into northern Ellesmere Land or Grant Land, the exploration of which is the main objective of the expedition. From points on the range, this party will attempt to fix by triangulation some of the main topographical features in Grant Land, and it is hoped they will be able to have a view clear to the northern coast-line by means of which they can pick the best route for the crossing of Grant Land.

As much time as possible will be spent in the exploration of northern Grant Land, an attempt will be made to run a double traverse for survey and geological purposes (across the strike) to a fixed point on the northern coast. Although it would probably be very easy to maintain life in the Lake Hazen district (the lake is known to contain plenty of fish), the expedition plans to be back on the sea ice before the melting of the snow in June.

Future Air Routes—Full meteorological observations will be taken, and the expedition will seek for suitable landing grounds with a view to the exploitation and development in the near future of the Canadian Arctic. In addition, it must also be borne in mind that before very long air lines may cross the Arctic Ocean, and that [*Continued on Page 58*

Battling the Great Bear River

The cause of it all here symbolized by a vein of almost pure silver twenty-five inches wide at White Eagle Silver Mines, Camsell River.

The "Bear Lake" and barge overtake the "Hearne Lake" combination on the Great Bear river. Alongside the "Hearne Lake" is the small schooner "Liard River."

A Description of a Race Between the Company's Boats and Those of a Rival Through the Rapids of the River with Heavy Equipment for the Great Bear Lake Mining Camps

By
RICHARD FINNIE

SINCE 1930, when Great Bear lake sprung into world prominence with its prodigious deposits of radium and silver and other worth-while ores, the Great Bear river, its only outlet has been a transportation bugaboo to the sub-Arctic mining fraternity.

The lake itself is deep and perfectly navigable, ice free from the latter part of July until the beginning of October, but the Great Bear river, which connects the lake with the Mackenzie river and is ninety miles in length westward, has a depth averaging hardly six feet, and midway along it are six miles of rapids.

Men who traversed the Great Bear river know, however, that large shallow-draft barges may easily navigate its upper and lower reaches, and that power boats of appropriate construction and up to seventy feet in length can carry freight from the source to the outlet and back. Still larger craft may be "tracked"—with ropes or steel cables—upstream through the rapids, returning under their own power.

The Hudson's Bay Company and a new northern transportation company, each realizing an immediate need for adequate transportation facilities in and out of Great Bear lake commensurate with increased mining activities, planned and constructed a whole fleet of power and non-power barges early in the summer of 1934. In conjunction with vessels previously built, these new barges, paired, were to handle freight between the mining centres at the eastern end of Great Bear lake and the head of the Great Bear river rapids, and between the foot of the rapids and the end of steel at Waterways, Alberta. They would have to be of sufficiently shallow draft for the ascent of the Great Bear river, yet seaworthy enough to sail back and forth across Great Bear lake, the largest lake entirely in Canada, nearly 12,000 square miles in area. Fort Smith, just within the North-

west Territories, was the logical depot for the building, as building actually at the lake was deemed impracticable for a variety of reasons.

And so, on August 4th, the Northern Transportation Company's power boat *Great Bear*, having come from Fort Smith on her maiden voyage, began her ascent of the Great Bear river. Ninety feet in length, weighing sixty tons, driven by two 100-horsepower Diesel engines, she pushed the similarly proportioned freight barge *Northern Prospector No. 1*. The caravan was one hundred and eighty feet long. I was on board as an independent observer.

Fifty tons of dynamite and cases of food that had packed the *Northern Prospector* barge's hold on the way north had been transferred to smaller scows in order that she would be given a minimum draft, but there were still a dozen crates on the deck of either vessel containing thirty-five tons of heavy machinery for delivery to Eldorado, El-Bonanza and the White Eagle mining camps of Great Bear lake.

The caravan sailed smoothly upstream.

Simultaneously the new motor schooner *Hearne Lake* of the Hudson's Bay Company, appended to a barge resembling the *Northern Prospector No. 1*, moved away from her berth at the opposite side of the river mouth and led the procession. An unofficial race ensued which added zest to the adventure.

Here was sub-Arctic history in the making. Never before had any large craft ascended the Great Bear river. This did not mean that such boats could run through the rapids to the head of the river and back with impunity. Nor was it intended that they should try. Their work lay on Great Bear lake, and once they were safely above the rapids there might never be occasion to bring them back.

At the outset the *Hearne Lake* was a quarter of a mile ahead of the *Great Bear*, but gradually the intervening distance lessened, and later in the afternoon, when the *Hearne Lake* had to be tied up at the bank for engine adjustments, we sailed proudly past. This was a source of considerable satisfaction to our crew, because it was feared that if the *Hearne Lake* preceded us to the rapids and then became enmeshed, the channel might be blocked for us.

Well out of sight of the rival caravan, we tied up for several hours during the night, but at 4.30 a.m. started off again as a boat, at first thought to be the *Hearne Lake*, loomed behind us. It proved to be a small auxiliary outfit, the H B C *Liard River*, which had handled much of the Great Bear lake freight the previous year.

Two hours later the *Great Bear*, after having proceeded thirty-five miles under her own power, entered the first of the six-mile series of rapids and went aground.

We were now within a stone's throw of a workers' camp of the other transportation company and the Hudson's Bay Company, lying at the base of Mount Charles, where the Great Bear river bisects the Franklin chain.

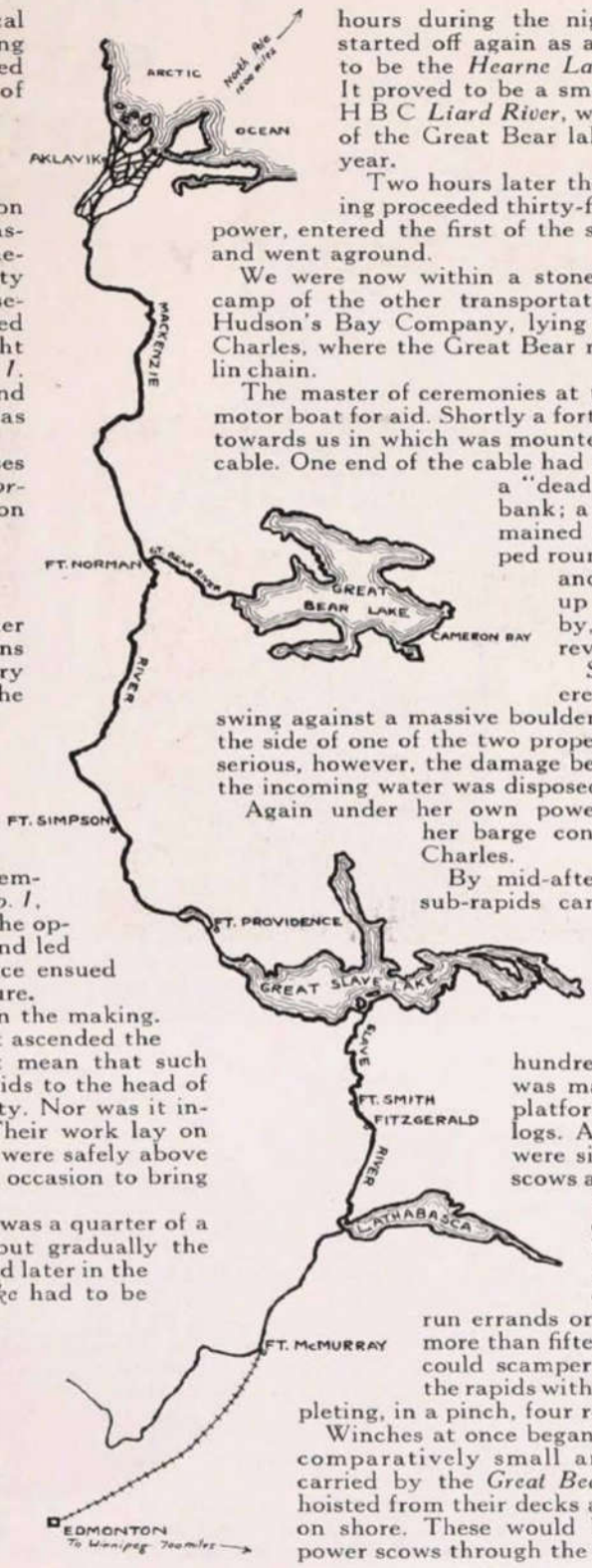
The master of ceremonies at the camp dispatched a motor boat for aid. Shortly a forty-foot motor scow sped towards us in which was mounted a great spool of steel cable. One end of the cable had already been hooked to a "dead man" on the southern bank; a length of what still remained on the spool was wrapped round a winch on our barge and the slack was taken up while the scow stood by, its crew industriously revolving the spool.

Soon the caravan quivered and slid free, only to swing against a massive boulder. A leak was sprung at the side of one of the two propeller tunnels. It was not serious, however, the damage being soon repaired while the incoming water was disposed of with a hand pump.

Again under her own power, the *Great Bear* and her barge continued toward Mount Charles.

By mid-afternoon we were at the sub-rapids camp. A dozen tents of various sizes straggled along the shore, and immediately behind them Mount Charles rose abruptly to a height of fifteen hundred feet. The *Great Bear* was manoeuvred to a landing platform of newly cut spruce logs. Against the shore ahead were six or seven small power scows averaging forty or forty-five feet in length. Some company owned, others belonging to free lances, they were to carry miscellaneous small freight, run errands or lay cable. Drawing no more than fifteen inches of water, they could scamper up and down through the rapids with three-ton burdens, completing, in a pinch, four round trips a day.

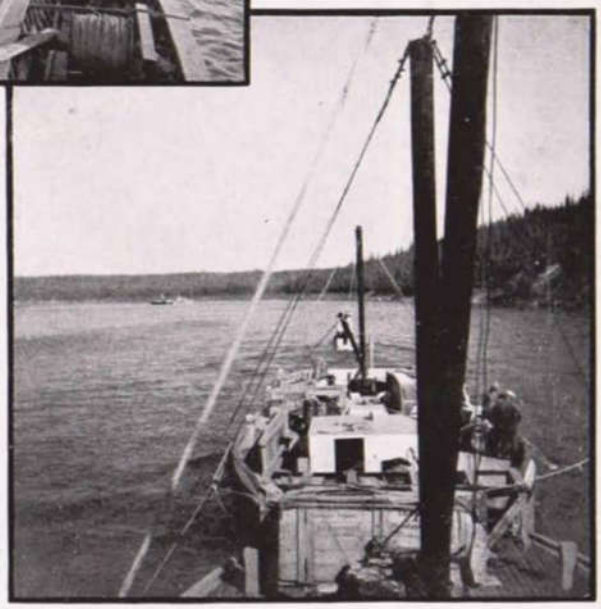
Winches at once began to rumble as whatever comparatively small articles of freight still carried by the *Great Bear* and her barge were hoisted from their decks and holds and deposited on shore. These would be taken by the small power scows through the rapids to another camp



BATTLING THE GREAT BEAR

Photographs by
the Author

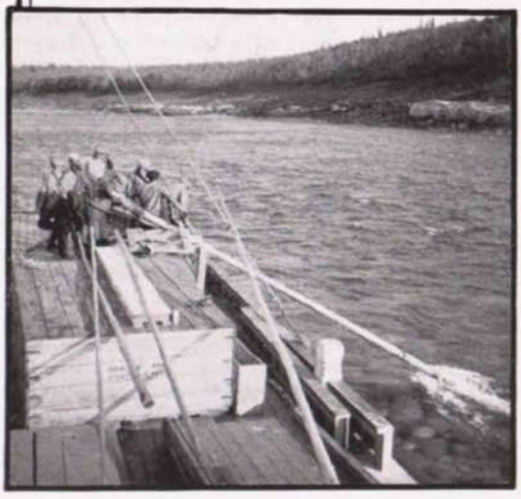
Hudson's Bay Company tents at sub-rapids camp on Great Bear river. Cable scow on right



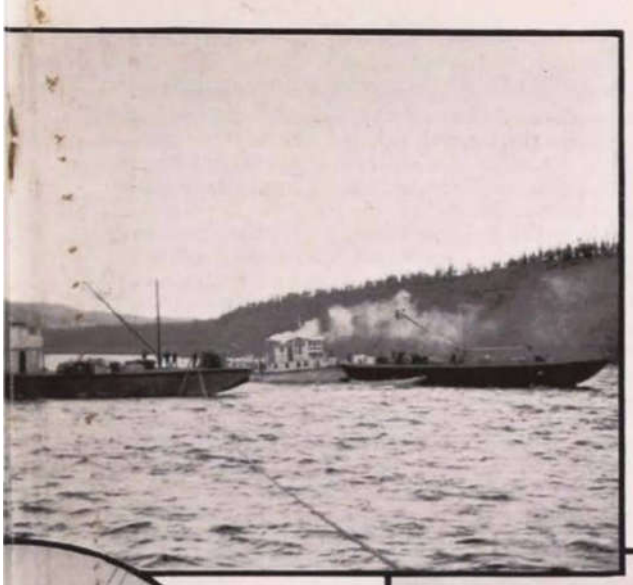
The Great Bear pushing barge starts up the Great Bear river. Ahead is H B C Hearne Lake.

Above: The Great Bea
by the H B C auxiliary

Using spar to lever the vessel out of shallow water into channel on Great Bear River.



Cable scow about to tie up to large vessel after fastening cable to "dead man" on bank.

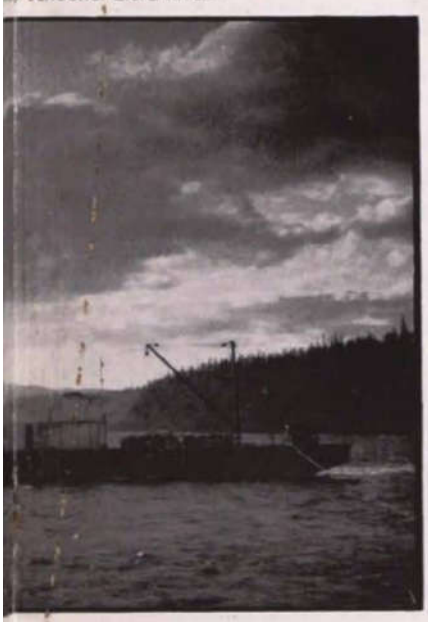


On the left: The motor schooner Hearne Lake and barge, on the right, passing the grounded Great Bear on the Great Bear River.

Above: H B C auxiliary schooner Liard River and barge arrive at Cameron Bay August 27, 1934, with 64 tons of emergency freight. The Company's new post, Fort Dease, at left.

ar, grounded, is passed
y schooner Liard River.

Above: Cache of freight deposited by small boats of the rival companies at head of the river.



Left: The motor schooner, Hearne Lake and barge (left) creep up on the grounded Great Bear. Mount Charles is in the background.

The Hearne Lake separated from barge on south side of the river near last lap of the rapids awaits a fresh supply of cable before continuing her battle upstream.

above. It was imperative that the *Great Bear* and her barge be lightened as much as possible before venturing into the main body of the rapids, where the water, surging at a rate of ten to fifteen miles an hour, was desperately shallow. The vessels drew a good deal more than twenty inches of water, which allowed them small margin of safety.

From its present location to the next camp six miles above, the caravan would have to be assisted through the rapids by cable. It would be a tedious job requiring skill, brawn and perseverance. All went well for the first mile or so, the caravan being dragged slowly but surely from point to point, a fresh "dead man" being put down for each lap. Then it swung from the channel onto a gravel bar. Strong bars were dropped into the shallow water and propped against the side of the freight barge. All hands tugged lustily on ropes strung to blocks on the tops of the spars, and shortly the caravan slipped clear. Hardly had it done so, however, than the powerful current swept it against a huge boulder just below the surface. The motor schooner *Great Bear* sustained a second fracture which, though no worse than the first, necessitated strenuous pumping for a few hours.

Small power scows were scurrying up and down stream, transporting freight to the camp at the top of the rapids. Thence the freight would be moved to the head of the river, a distance of fifty miles, by the five-ton schooner *North Star*, there to await final transportation across Great Bear lake by our caravan. The *North Star* had ascended the rapids a few days earlier.

The river at the rapids is some three hundred yards in width, with the banks rising to varying heights up to two hundred feet. White spruce predominates, though there are also fine specimens of canoe birch, balsam-poplar and aspen. Here and there, just above the water line, were great masses of ice which had not surrendered to the August sun.

Our progress was painfully slow, yet, as with any great pioneering enterprise, obstacles were to be expected and dealt with as they arose.

Two days later the H B C *Hearne Lake* rounded a bend that hid us from the sub-rapids camp and crept cautiously toward us. The race was not over.

With renewed vigour we strove to hold our lead; but still the rival craft drew nearer, putting out two cables at a time, one anchored to each bank.

On August 10th our caravan had reached a point in the stream alongside intermittent gravel bars and rock ledges where, in order to pass, the freight barge would have to be separated from the *Great Bear*, each being dealt with singly. The *Great Bear*, therefore, was cut loose and allowed to drift back toward one of the white-water ledges that extended part way across the river. It was supposed that she could thus be manoeuvred into the proper channel near the northern bank. The freight barge had grounded and it was securely held by ropes and cables fastened to the shore. I remained on board, alone, to take motion pictures.

Unfortunately, neither the *Great Bear's* two engines nor a shore cable could hold her; her winch lacked strength to keep the cable taut, and she careered onto the ledge, shuddering from stem to stern.

No considerable damage had been done, but it was now obvious that additional cable and other equipment would be needed. So one of the crew departed in one of the small power scows for Fort Norman, at the confluence of the Great Bear and the Mackenzie.

I stayed on the freight barge, a marooned mariner, there now being no available means of my getting to the *Great Bear* a hundred yards below, the only small boat then in the vicinity having been peremptorily commandeered. I could find no food aboard, and it was tantalizing to stand on deck watching the chef on the other boat—so near and yet so far—come out of the galley and ring the dinner bell. All night long the swirling water grumbled and pounded against the barge's prow. The next day I discovered two raw potatoes of ancient vintage, which I ate.

The *Hearne Lake* moved up alongside the *Great Bear*, passed her, and continued to an abrupt bend in the river, at either side of which the bank was high and precipitous, commencing to negotiate the final mile and a half of the six miles of rapids. The *Hearne Lake* seemed very favourably situated, and the *Great Bear's* crew, in their helplessness, regarded her with envy and exasperation. A day or two later the snapping of a supporting cable was to send her onto a ledge, stranded until more cable and a donkey engine could be brought to the scene.

There was a shortage of cable in the vicinity, owing to the extraordinary demand, so the *Hearne Lake* would be delayed indefinitely pending the arrival of a fresh supply at Fort Norman with the steamer *Distributor* from Fort Smith—and the *Distributor* was then wind-bound in the Slave river delta. Meanwhile the brave little auxiliary schooner *Liard River* was moving H B C freight from the top of the rapids to the head of the river. If need be, she might carry it right across Great Bear lake to Cameron Bay. She had made this trip last year; she should be able to do it again in an emergency.

A man eventually returned with a power scow and I was rescued. I decided to go down to Fort Norman in hope of catching an airplane that would take me to Cameron Bay.

On the morning of the 20th I hopped off from Fort Norman in a Junkers monoplane piloted by my old friend Walter Gilbert of Canadian Airways. Soon we were over the sub-rapids camp; then the rapids, feathery fingers of riffles quivering from one bank to the other.

The barges came into view. The *Great Bear* and her freight barge were no longer in trouble. Two good-sized scows had been placed on either side of the *Great Bear*—they had been deliberately sunk, firmly lashed to her, then pumped out like pontoons. Thereby the *Great Bear* was floated and forthwith shifted into the comparatively deep water of a suitable channel on the northern side of the river. The two vessels were almost ready to continue their journey.

The *Hearne Lake*, still awaiting reinforcements, had not moved. But she was resting easily.

A miracle of modern pioneering was on the verge of accomplishment, and shortly the barges would

be delivering their cargoes to the mining camps of Great Bear lake. It had been an arduous undertaking, calling for great ingenuity and inventiveness on the part of the men in charge and stamina and courage on the part of every member of the crews. They had all served admirably and would continue to do so until the job was done.

We paused briefly at the head of the river to inspect a cache containing some hundreds of tons of freight already deposited there by the schooners *North Star* and *Liard River*, which would be loaded onto the larger vessels for their initial trip across the lake as soon as they won through the rapids.

Meanwhile three hundred miners and prospectors, a few of them with their wives and children, scattered about the Cameron Bay and Camsell river vicinities, suffering from a shortage of supplies, were turning anxious eyes toward the west, hoping, ever hoping, to see the vessels.

On August 27th, while I was at the settlement of Cameron Bay, the schooner *Liard River*, pushing a small freight barge, arrived with sixty-four tons of miscellaneous foodstuffs and a little gasoline, thus temporarily mitigating the situation.

The arrival of the *Liard River* evoked no excitement. It was known that for some time she had been moving freight from the Great Bear river rapids to the head of the river, so could have crossed the lake much sooner than she did had there been occasion to do so.

But what of the compressors, the diamond drills, the tractors and all of the other machinery, and the dynamite and the gasoline, needed so urgently at the mines? Until these things were brought by the large vessels work at the mines would remain almost at a standstill; and if the vessels failed to arrive hundreds of men would face unemployment in a none-too-hospitable country.

On August 31st I was at the camp of the White Eagle Silver Mines, near the mouth of the Camsell river, just thirty-five miles from Cameron Bay, when the Royal Canadian Corps of Signals radio operator received the epochal tidings that the *Great Bear* had safely crossed the lake. Laden with food, cement, building materials, gasoline, fuel oil and blacksmith's coal, the power boat was now delivering a consignment to the Eldorado camp. The next morning it was reported that she had left Cameron Bay at dawn. Just before noon the steady throb of Diesel engines could be heard down the Camsell river, and then we saw the *Great Bear* rounding a bend. She was alone, her companion barge being at the head of the Great Bear river taking on freight so as to be ready to be brought across on the power boat's next trip.

A few days later the *Hearne Lake* and her barge reached Cameron Bay.

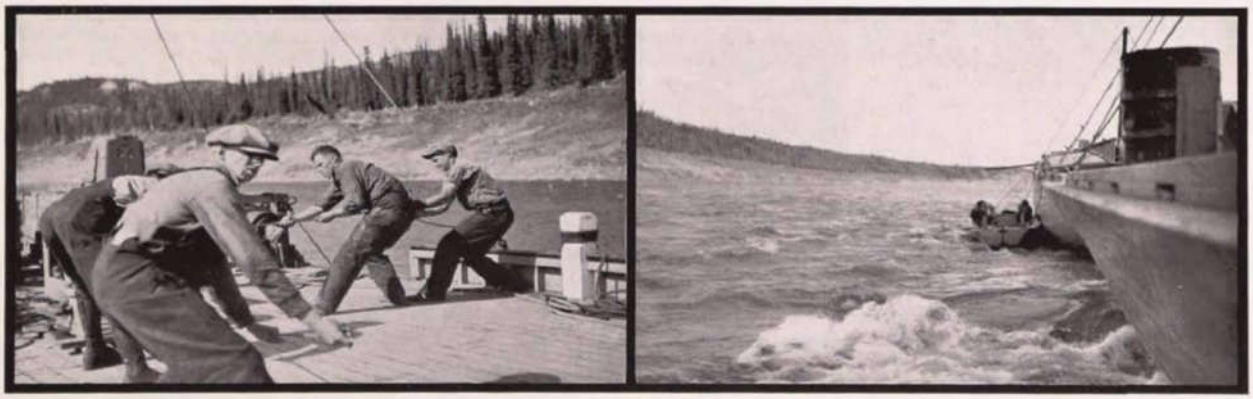
No longer was their any doubt that the whole of the two thousand, four hundred tons of freight entrusted to the two companies, respectively, would be safely delivered to its several destinations in the mining area and that consignments of ores and concentrates from the mines would be relayed to the end of steel before freeze-up. Five or six round trips would have to be made by the *Great Bear*, fewer by the *Hearne Lake*, and the deadline was October 1st. Given good weather they could do it.

They did.

Never before had any craft so large as the *Great Bear* and the *Hearne Lake* and their barges been brought up the Great Bear river to Great Bear lake. A miracle of modern pioneering had been performed. Civilization had taken another forward stride in Canada's last frontier on the polar rim.

Airplanes have done and will continue to do signal service in the exploration and development of that marvellous treasure chest, the Northwest Territories; but the triumphant entry of the boats to Great Bear lake has completely dispelled the old bugaboo of transportation. No longer will sceptics be able to protest, "Granted that there is mineral wealth around Great Bear lake, it's no good to anybody because you can't get supplies in nor the ores out except by air; which is too expensive!"

The fifteen-hundred-mile water trail from Fort Smith to Cameron Bay has been blazed; it should present no serious difficulties in the future. Meanwhile a winter tractor route via Fort Rae has been experimented with. It is probably quite feasible. Efficient and reasonably cheap freighting facilities in and out of Great Bear lake would seem assured.



Left: The crew guiding the cable around the capstan as the vessel is tracked upstream in the Great Bear river. Right: The "Great Bear" and her barge, with cable scow alongside, menaced by a boulder below the surface whose presence is indicated by white water.

Whence Came the Eskimo?

By DOUGLAS LEECHMAN
National Museum, Ottawa

IN February 1493, Columbus, in writing a letter, referred to the *indios*, meaning the natives of the new lands he had discovered on the 12th of October of the year before. He died firmly convinced that he had reached India by sailing west, and what was more natural than that he should refer to the people he encountered as "Indians"?

Not for many years was it fully realized that this land was not India, but a new and strange continent. But what of the inhabitants? people asked. If they are not Indians, what are they, and where did they come from? The answers to these questions are amazing in their variety, their ingenuity and, occasionally, their imbecility.

It has been suggested that they are the Ten Lost Tribes; that they are the ancient Egyptians; refugees from the long lost continent of Atlantis; descendants of a group of Welshmen who set sail with Prince Madoc; or even the children of the Vikings. Serious students hit upon the truth of their origin many years ago, but it is only recently that anything like proof of their conclusions has been found.

Upper left: Chewing leather as a means of softening it. This task is taken quite as a matter of course. It develops sturdy jaw muscles, but produces extreme wear on the teeth. Lower left: Alunak, a Coronation Gulf Eskimo girl, collecting fish oil, an occupation which seems to amuse her. Centre: Coronation Gulf girl scraping skin. Fat and other tissue has to be removed from the inner side of the fresh skin to prevent deterioration. Right: Eskimo archers, Coronation Gulf.

Right hand page: Tree River people in an umiak at Port Epworth. This type of boat may well have been used in crossing Behring Straits. Stone hut, Locker Point, Coronation Gulf. It is about six feet high and four and a half feet wide at the bottom inside. Slabs of dolomite were used in construction.

For Many Years the Civilized World Has Speculated on the Origin of the Eskimo People. Mr. Leechman, Who Has Studied the Eskimo people, gives us here the Archaeologist's Answer to the Question

It is now generally agreed that all the inhabitants of both North and South America, including of course the Eskimo, are the descendants of various groups of people who reached this continent by means of Behring Straits, which lie between Alaska and the eastern tip of Siberia. This migration was not a matter of a short time only; probably some thousands of years were needed. And indeed it still continues, for even today the Eskimo move backwards and forwards across the straits, on the ice in winter and by boat in summer, breaking their journey half way at the Diomede islands.

To present all the evidence which has been gathered to support this belief would require a whole issue of *The Beaver* and a good deal more. There are several important points which may be referred to, such as the similarity in physical appearance of the American Indians to the Mongoloid people of eastern Asia; the occurrence of almost identical folk-tales in northwestern Canada and the eastern part of Siberia; certain resemblances of language, especially in the case of the Athapaskan tribes, whose language shows relationship, it is believed, with the ancient tongues of China and Tibet; and last, though by no means least, the obvious impossibility of their having come from anywhere else without the aid of large and seaworthy boats, which the first arrivals at any rate assuredly did not possess. It might be argued, of course, that the natives of America need not have "come from" anywhere, and that they might have evolved here just as they did in the Old World. Unfortunately for that suggestion, scientists have never found any fossil remains of early man on this continent, whereas they are fairly abundant in Europe, Asia and Africa. Evidently then, man is a newcomer to the New World.

How long may man have lived on this continent? Only since the retreat of the ice which years ago covered practically all Canada and the northern part of the United States, rendering Behring Straits altogether impassable. For hundreds of thousands of years all this vast stretch of land was hidden under a gigantic ice-cap, such as covers the interior of Greenland and a small part of Baffin Land today, ice reaching a thickness in some places of as much as 14,000 feet, as it did in the interior of the Labrador, or even 18,000, as it is believed to have done west of Hudson Bay. Now 18,000 feet is nearly three and a half miles, and that is a decidedly thick coat of ice.

Gradually the weather grew warmer; a milder climate came and the ice, after many small retreats and advances, was really disappearing. New York probably saw the last of it some 40,000 years ago, and the prairies at about the same time; Alaska, the Yukon and at least one side of the Mackenzie valley perhaps 25,000 years ago; the central parts of British Columbia some 10,000 years; and the Hudson Bay area even less. The Arctic islands and Greenland, as has already been pointed out, are not quite rid of it yet.

Just when the Behring Sea route was first opened to traffic is still in doubt, but the conclusion of N. C. Nelson, a well known archaeologist, is this:

"Taking into consideration all the facts set forth, the only conclusion that now seems warranted is that man did not reach the American continent until some time after, but probably incidental to, the general disruption caused by the last ice retreat, and that he came as the bearer of the partially developed Neolithic culture, somewhere between 5,000 and 10,000 years ago."

It seems probable that the ancestors of our present Eskimo were among the last people to pass from the Old World to the new, and it is partly because of their more recent arrival that we are able to trace their migrations in greater detail than those of other groups. Probably the story of many of these much earlier journeyings will never be told, for the difficulties facing the investigator who tries to follow these paths are enormous.

There are several things that make us think the Eskimo recent arrivals, one of the more obvious being their present distribution, especially in Alaska, scattered round the eastern shore of Behring Straits as if they had stepped ashore but yesterday. Their close relatives are still to be found living on the other side of the water in Siberia, speaking the same tongue and living the same life.

In physical appearance the Eskimo are much like many of the non-Eskimo tribes of the interior of eastern Siberia, being distinguished by their light skin colour, a good deal lighter than that of most of the other natives of North America, except some of the tribes of eastern Canada; their dark brown eyes, often "slanted" like those of the Chinese; their black, straight hair, broad, flat faces with high cheek-bones; and their small hands and feet.

In material culture, the Eskimo throughout the Arctic form a remarkably uniform group of people. This uniformity is to be seen in their language, too, which shows only slight changes of dialect from

Greenland right across to Behring Straits. In the south of Alaska, greater changes are met with, and the natives of the Aleutian Islands, who can hardly be considered Eskimo, speak what is almost an entirely different tongue. The Eskimo language shows no relationship with any other in Asia or America, either in its grammar or its vocabulary.

Archaeological work in the Arctic presents both disadvantages and advantages. Among the former may be mentioned the short working season and the frozen condition of the soil, which slows up excavation very greatly; perhaps the advantages outweigh these troubles however, for the very fact that the soil is permanently frozen far below the surface has resulted in the preservation of many thousands of specimens in excellent condition, specimens which in a warmer climate might well have decayed and been lost to science.

It is largely on the evidence presented by the tools and weapons, the houses, the graves and even the skeletons of the early Eskimo that we have been able to unravel part of their history. On most, though not all, of the Canadian Arctic shore line are to be found these remains of houses, graves, meat caches, fox traps and other structures, and it is by careful digging in these, particularly the houses and rubbish heaps, and by the study of the materials so obtained that our knowledge of these primitive people has been gained.

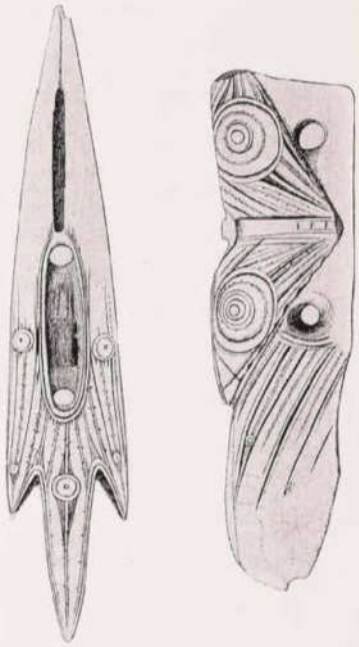
So far four principal old groups or "cultures" have been identified and their sequence in time determined with a fair amount of precision. They are known to archaeologists as the Behring Sea culture, the Thule culture, the Caribou Eskimo culture and the Cape Dorset culture.

The earliest of these, though one of the more recently discovered, is the Behring Sea culture, so named because it is in this area alone that remains of this type have been found. Many of the specimens belonging to this culture are made of walrus ivory, stained a deep brown, almost a black, by long centuries of burial in frozen peat and muck. Some of the objects discovered are quite unfamiliar to us and their use is not known. Among the more recognizable are harpoon heads and fore-shafts, skin scrapers, adze handles and snow goggles. Specimens belonging to this culture are recognized, not only by their extremely dark colour, but with even more certainty by the beautiful designs with which many of them are decorated, designs quite unlike those found in any other Eskimo art. Concentric ovals, carefully engraved in the ivory, surround small swellings or knobs, raised a quarter of an inch above the general surface, which must have cost the ancient artist much time and labour. So distinctive are these "Curvilinear" patterns, as the writer first named them, that their presence is enough to identify a specimen at once as belonging to the Behring Sea culture.

From this culture were derived, we believe, two others, if not more; one, known as the Punuk culture, has been but recently discovered; the other, the Thule culture, was of much greater importance and will be dealt with later.

Just when the Behring Sea people flourished is uncertain, but it was certainly before the time of Christ, and it is suggested that they may have originated on the north coast of eastern Siberia. Their peculiar art resembles, or is at least reminiscent of, that of various tribes of the Amur river district and of the Ainu, the natives of the northern islands of the Japanese archipelago. These Behring Sea people were somewhat different in physical type from the modern Alaskan Eskimo, as in the shape of the skull, which was longish rather than being round.

The second cultural group are the Caribou Eskimo. Unlike the Behring Sea people, the Caribou Eskimo, or their modern descendants, are still living in much the same way and in the same place as they have done for long generations Though true Eskimos, their mode of life is vastly different from that of their neighbours for, living inland west of Hudson Bay as they do, the hunting of seals, whales and other sea mammals is quite unknown to them. They depend on caribou and fish for their principal food supplies. How they reached their present location is quite unknown to us, but it is from this group that we believe the larger recent migrational waves to have come.



Ivory specimens illustrating the archaic Behring curvilinear art. The specimens came from the Dio right: Harpoon head, Implement of unknown use,

Urged onward by some pressure, the nature of which is uncertain but may well have been from Indian tribes, groups of the Caribou Eskimo reached the Arctic Ocean shore. Here they found other Eskimo already in possession, and from them they seem to have learned how to hunt seals, how to build kayaks, and many other things which they had no occasion to do while still living inland. Possibly the Caribou Eskimo exterminated, perhaps they merely absorbed, these people from whom they learnt so much. At any rate, once they reached the coast, their culture changed, but their remains are readily distinguishable from those of their tutors.

Gradually working their way north, they occupied Baffin Land and eventually Greenland, while another section of them turned south along the Labrador. During this migration they probably encountered another and different group of Eski-

mo, known to archaeologists as the Cape Dorset people. The Cape Dorset culture is confined to the eastern Arctic, but within this limit it is widespread indeed, reaching from Ellesmere Land to Newfoundland. Remains of these people were first excavated at Cape Dorset on the southwest corner of Baffin Land, and it is from this place that their name is derived.

Their house ruins, in some places, seem to be older than those of the Thule people, and some of the sites are a little way inland from the present beach and some thirty or forty feet above it. It is well known to geologists that the Arctic coast has risen since the retreat of the ice, and it is clear that when the Cape Dorset people built their houses they placed them but a short distance above high-water mark.

Sea culture and its mede Islands. Left to Harpoon fore-shaft.

Their tools and other implements differ a good deal in appearance from those of the Thule people, not only in the degree of staining or "patination," but also in size and form. No large specimens such as the Thules would have made from the bones of whales have been found, nor have we yet any evidence that they used kayaks, umiaks (women's boats), or even dog sleds, though it is hard to understand how they could have travelled in the Arctic without these.

More remarkable still, perhaps, is the fact that they were apparently unacquainted with the bow drill. All those of their implements which required perforating were slotted or reamed out instead of being drilled, even the slender ivory needles three or four inches long and less than a sixteenth of an inch thick. Their harpoon heads, too, carefully made and of a pattern different from those of other Eskimo are slotted where they would normally be drilled.

These people also made use of arrow points (though so far no bows have been found) with a concave base, like those of some of the Indian tribes, rather than with a tang as is usual in Eskimo arrow points. They also made small knives with a short curved blade, which they probably used as slot cutters. Curious squared blocks of polished quartz are also found in their possession which, though their actual use is still uncertain, are called "rubbing stones." Remarkable, too, is the skill and delicacy of workmanship displayed in their chipping of stone arrow points, equalling, if not indeed surpassing, that found in any other part of America.

There are many points in which their implements resemble those of their Indian neighbours to the south, particularly those of the extinct Beothuk of Newfoundland and the eastern Algonkians. That there was contact between the wandering Eskimos and the semi-nomadic Indians is almost certain. Where the Cape Dorset people originally came from is still a matter of doubt, though the evidence now available suggests that they, too, were once an inland tribe resembling, or possibly identical with, the Caribou Eskimo. They play a large part in the folk-lore of the modern Eskimos, who call them the Tunnit. Many strange tales are told of them, their enormous strength being a favourite topic, a reputation possibly based on the size of the stones these people used to cover their dead. In other districts the Tunnit are said to be tiny people, like our fairies, who still live far inland, where a fortunate hunter may see them if he keeps very still and quiet.

The last large group or "culture" to be considered are the Thule Eskimo. They appear to have been but a thousand years or so in the eastern Arctic, and possibly about 1500 in the western, where they probably originated. Like the Caribou Eskimo and the Cape Dorset people, they have spread far and wide, and their house ruins are dotted all along the coast from Ellesmere Land and Greenland west to Behring Straits. The last pure Thule village in the eastern Arctic was on Southampton Island, where all but two of the inhabitants died of an epidemic in 1902. These two, a man and a woman, are still living, the sole survivors of all the eastern Thules.

Unlike the Cape Dorset people, the Thule Eskimo were great whale hunters, and in constructing their houses they included whales' skulls and vertebrae among the stones, and used the ribs to support the dome-shaped roof of turf. Among the specimens collected from their village sites are found large harpoon heads, specially made for killing whales, and great knives which were used in cutting up the carcasses of the gigantic beasts which fell prey to these daring hunters.

The variety of tools, weapons and other implements they used is bewildering, but nearly all of them are recognizable and their uses are well known. An interesting detail is that nearly all the smaller objects have a hole drilled through the handle. This was for the attachment of a thong.

The mechanical ingenuity of the Eskimo, both ancient and modern, has always excited the admiration of the white man. Frequently, among the archaeological specimens recovered from ancient house ruins, will be found an object which has been repaired by its owner, and almost invariably the job is done with skill and a workmanlike finish.

The archaeologist of the future, excavating perhaps a thousand years from now, will find a curious mixture of specimens indeed. Mingled with undoubted Eskimo remains, he will find bits of iron stoves, pieces of sewing machines, dead cells from batteries, gas engine parts, and cartridge shells. There will be pearl buttons and bits of phonograph records, or possibly a complete one. Imagine the enthusiasm if he should succeed in rigging up a machine to make it play!

And what will the conclusion of this scientist of the future be? Will he report that a tribe of whites from the south penetrated the Eskimo districts and exterminated the inhabitants? Will he find that the two races merged after hundreds of years? And again, what will he call this new "culture" which he discovers?

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S.S. "Blue Peter"

Fresh Fish

By
G. C. WHITELEY, JR.
Bay Bulls, Newfoundland

The S.S. Blue Peter Delivers Fresh Newfoundland Salmon for British Tables. Brine-Freezing Hubay and Labdor Salmon is Here Described

WHEN the good ship *Highland Laird* slid down the ways and into the River Clyde thirty-five years ago, little did her builders imagine that she would eventually occupy a rather unusual place among refrigerator ships.

Built for the Nelson Line, *Highland Laird* was one of the first steamers used by that company in the chilled and frozen meat trade from the River Plate to Liverpool. She served the Nelson Line for a score of years, during which time the specialized trade grew enormously and larger and faster tonnage was required. The pioneer ship was placed on the retired list.

It so happened that in 1928 the Hudson's Bay Company and Job Bros. of Newfoundland were seeking a steamer suitable for handling Newfoundland frozen fish products on a large scale, a development which Job Bros. had begun several years previously. *Highland Laird* was surveyed and chosen for the job. Out in Newfoundland, with her name changed to *Blue Peter*, all manner of strange devices installed, principally for the brine freezing of Atlantic salmon, the stout ship renewed her lease on life. During the summer of 1929 *Blue Peter* began her new career.

Catching salmon by setting nets from sections of the coast-line has long been an important spring fishery in northeastern Newfoundland. Formerly the salmon so caught were gutted and preserved by salt pickling, but general demand for that type of produce had now declined seriously, although the Company's Labrador posts pickle several hundred tierces of salmon each season. This salt pickled salmon still finds a ready market on the continent, where it is eaten as a smoked relish or as an hors d'oeuvres. Now-a-days, however, the hope of the fisherman is to sell his salmon catch fresh from the net. And there the *Blue Peter* comes into the picture. The idea, of course, is delightfully simple. Here you have Newfoundland Atlantic salmon, a marvellous, succulent fish fit for a king. Over in Britain, only two thousand miles to the eastward, millions of mouths are watering for a taste of this savoury dish. Hey presto! The *Blue Peter* appears and brings the two within a fork's reach of each other. Thus is Newfoundland salmon, caught among the icebergs, placed on the fishmonger's slab in Britain fresh and bright as a newly minted coin. How is it done? Here's how!

Modern refrigerating technique favours the use of supercooled brine as a freezing agent and medium, chiefly because it extracts the heat from the object being frozen much more quickly than does low temperature air; the more rapidly most foods are frozen, the more nearly they resume pre-freezing conditions. This is very desirable, especially when a high grade product is being produced. The *Blue Peter* is equipped with a huge brine tank capable of freezing ten thousand pounds of salmon at one time. As soon as fresh salmon reach the ship gangs of fish handlers attend to the dispatch. The salmon are not gutted, but are carefully washed in a vat of cold running water, from which they slide directly to an inspection table, where two cullers grade them for size and quality. The prime fish are then weighed and placed on metal trays which fit into high steel cages well perforated to allow the brine to come into direct contact with the salmon. The loaded cages are lowered into the freezing tank and supercooled sodium chloride brine is continually circulated around the salmon and in three hours they are frozen as solid as Aberdeen granite. The cages are hoisted out, and as one comes out another filled with unfrozen

Reading from the top: First, the "Blue Peter" at anchor in Englee Harbour, Northern Newfoundland. Second, Salmon packed in chipped ice being hoisted aboard the ship from a schooner for freezing. Third, the glazed frozen salmon being labelled before packing in a hold on the "Blue Peter" in a temperature of five degrees above zero. Fourth, in the ship's office, M. J. Taylor and H. A. Russell check up the receipts.

salmon takes its place, so that the tank is always full and the work of washing and culling goes on continuously night and day.

The frozen fish, immediately they leave the brine tank, are washed in warm water to clean off the brine and are then lowered by elevators to a drying room. They are subsequently glazed with a fine film of ice. After glazing the fish are labelled, sorted, dressed up in parchment and heavy wrapping paper, packed carefully in special wooden boxes and placed in another hold of the ship, where the correct storage temperature is maintained by batteries of brine pipes. The cold brine circulating in these pipes and in the main brine tanks is chilled by passing over grids of ammonia pipes.

Three large ammonia compressors are the vital organs of the ship; some of them run unceasingly for months on end. It is rather interesting to find that the original Linde compressor which provided refrigeration when the ship was first commissioned is still in constant use after thirty-five years of service. This veteran is surely an excellent tribute to British mechanical craftsmanship. Mr. Black, *Blue Peter's* chief engineer, has a favourite dictum: "A properly installed engine merely requires a little care and attention. But it must have that 'little'."

It takes the *Blue Peter* about fifty days to collect and freeze 1,000,000 pounds of salmon—her usual load—yet at the Southampton cold store the load can be discharged in less than fifty hours. Automatic lifts and electric hoists are all part of the *Blue Peter's* general equipment.

Mechanical refrigeration is a remarkably useful invention. It has brought healthful change of diet to millions of people and will undoubtedly play an increasingly important role in the distribution of the world food supply. But in order to obtain high grade frozen produce, the produce must be high grade initially. That is refrigeration's chief secret. The nightmare of any cold storage man is stale, denaturing produce.

On board the *Blue Peter* every effort is made to ensure that the Number One salmon ("Hubay" grade) is the finest frozen salmon in the British market; thorough inspection and culling are therefore an essential part of the pre-freezing procedure. The 1929 season showed that organization was necessary among fishermen to check their rather careless habits in handling fresh food fish. It was necessary to provide adequate ice storage facilities, suitable ice-crushing machines, frequent collection of fresh caught fish by larger boats which in turn would transfer it to the *Blue Peter*, and many other details essential to a plentiful supply of prime fresh salmon. It is due mainly to the organizing ability of H. A. Russell that the *Blue Peter's* salmon collecting system is as satisfactory as at present.

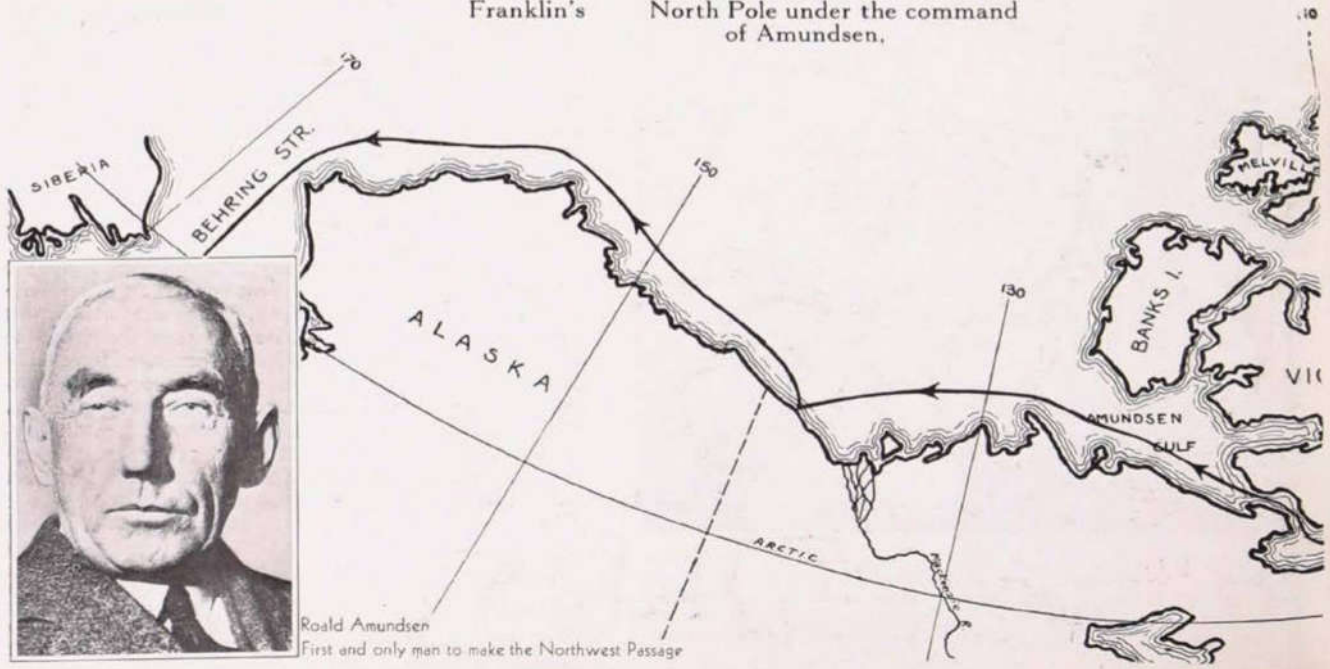
Each year, about the first week of June, the factory ship sails north, making her first station at Plate Cove in Bonavista Bay, where she remains for ten days gathering salmon from the Bonavista area. The little harbour of Englee, near the northern tip of Newfoundland is the next station. Here the greater part of the cargo is usually obtained. Englee is almost in the centre of the extensive White Bay-Green Bay salmon fishery, as well as being conveniently near [*Continued on Page 58*

A Lonely Memorial

By ARTHUR P. WOOLLACOTT, Vancouver

While Making the Northwest Passage in 1903-6 Amundsen Erected a Cairn to Mark the Virtual Accomplishment of His Boyhood Dream. The Cairn Stands Today as a Memorial to His Achievement and to a Life of Exploration Which Had a Tragic End in His Search for Nobile.

NOT long ago an Arctic captain presented me with a stone from the cairn raised by Captain Roald Amundsen on the southeast coast of King William Island in 1905 not far from the spot where one of Franklin's ships, according to Eskimo rumour, lies submerged beneath the waters of the Arctic. He also gave me a piece of the duralumin salvaged from the *Norge* when that airship was being dismantled at Teller, Alaska, after its historic flight over the North Pole under the command of Amundsen.



Roald Amundsen
First and only man to make the Northwest Passage

Ellsworth and Nobile. I was reminded by these relics of the occasion when Captain J. E. Bernier, the Arctic explorer, showed me among his remarkable collection of letters and other documents a letter addressed to him at Hudson Bay from Captain Amundsen when the latter was wintering at the spot where the cairn was erected, a letter written on a random scrap of paper in language remarkable for its simplicity. That letter, to my mind, revealed the man more than any of his great deeds.

Some day a poet with the subtler instinct of the understanding heart will immortalize these events, and incidentally throw into relief the unique achievements of this remarkable man.

What were the thoughts and emotions that surged through the soul of this lonely man in that desolate spot on that occasion when he was engaged in erecting that cairn in a region where his own hero had vanished forever?

At the early age of fifteen Amundsen, after reading the story of Franklin's exploits and his unfortunate end, resolved to devote himself to a life of polar exploration. "My purpose holds to sail beyond the sunset," he might have said in the words of Ulysses, not forgetting to add to himself, perhaps, as every explorer must do in his secret heart: "It may be that the gulfs will wash us down . . ."

To perfect himself physically for the arduous life that he foresaw he took vigorously to football, which he disliked, and to ski-running, which he thoroughly enjoyed. His first adventure was a traverse on skis of a high plateau near Oslo, his birthplace, in which he nearly lost his life.

He was always "captain of his soul," and determined likewise to be captain of his ship as well as leader of his expeditions in the adventurous days to come. Divided counsels in his estimation had ruined too many polar enterprises. That he should have come to such a conclusion when a mere boy and proceeded at once to carry it into effect is another of those significant indications of greatness later to be substantiated in the events of his career.

Consequently he resolved to fit himself to become a fully qualified navigator, and succeeded in getting his first mate's papers at the age of twenty-five in the *Belgica*, which sailed to the Antarctic under the command of Commandant de Gerlache de Gomery. His master's certificate was obtained in 1900.

But something more was necessary to enable him to win one of nature's secrets so closely guarded by the Frost King. It was his intention to winter near the Magnetic Pole to study the phenomena of magnetism on the spot. He therefore put himself under von Neumayer, of Hamburg, the world's greatest authority on magnetism, and mastered the subject as he had mastered navigation.

He had in the meantime bought the famous *Gjoa* of forty-seven tons, with which he made a preliminary voyage in the north Atlantic to try out

the little yacht. Then, following in the wake of his hero, Sir John Franklin, he successfully negotiated the most difficult part of the Northwest Passage from the Atlantic to King William Island, where he spent two winters making magnetic observations and collecting scientific data. He had virtually conquered the passage, the remainder being merely a matter of times and seasons, speed and good judgment, and it was to mark the success of his boyhood's dream that he erected the cairn on King William Island at the spot which has since become a rendezvous for the traders and explorers of more recent years.

Getting free from the ice on August 13th, 1905, the cruise was continued westward, but winter caught him again near Herschel Island. While his yacht was fast he mushed overland to the Porcupine river and descended it to Fort Yukon from which point he sent out his famous message to the world announcing that the Northwest Passage had at last been accomplished. He finally reached San Francisco in October 1906.

Resting place of the "Gjoa," Golden Gate Park, San Francisco.

Aside from the scientific data that he gathered, and the rounding off of that quest in which so many gallant spirits had failed gloriously, the world owes a great deal more to Amundsen's initiative than appears at first sight. Up to that time little was known of the central Arctics, but thereafter events followed in rapid succession. Stimulated by Amundsen's exploits, Stefansson travelled eastward and discovered the Blonde Eskimos; the traders, and the Royal Canadian Mounted Police followed through Coronation Gulf, establishing a chain of posts right up to the very spot where Amundsen built his cairn.

The Dominion government sent out the Canadian Arctic Expedition in 1913-18 under Stefansson, and later the exploratory engineers Major L. T. Burwash and W. H. B. Hoare. Today the Hudson's Bay Company's vessels with cargoes for the posts annually voyage into the heart of this region once thought to be inaccessible.

After a winter spent in lecturing to defray the debts of the expedition, Captain Amundsen secured Nansen's old ship, the *Fram*, with the intention of making a drift across the North Pole. He was two years in making his preparations. In the meantime Peary reached the pole in April 1909.

Not to be outdone, Amundsen sailed in August 1910, ostensibly for Behring Strait and the Polar Sea, but on arriving at Madeira he left a sealed telegram for Captain Scott stating that he was about to attempt the South Pole. This telegram Captain Scott never received, and did not know that he had a rival in the field until both expeditions met at the Bay of Whales on the Barrier. Amundsen's smooth and triumphant progress in this enterprise is well known. He reached the South Pole in December 1911. The war held up his further plans for some years, but in 1918 he started from the west to make the Northeast Passage around Europe and Asia, finally reaching Nome, Alaska, in the summer of 1920.

His efforts to make a transarctic flight by plane from the Alaskan side were frustrated in various ways. But in 1924 he was fortunate in meeting Mr. Lincoln Ellsworth, who was eager to co-operate financially in a flight from a different base.

The Amundsen-Ellsworth expedition started for the pole from King's Bay in 1925 in two Dornier-Wal flying boats, which were forced to land in latitude 87° 43". After three weeks' struggle to make a runway, the party returned to the base in one boat. Ellsworth then bought from the Italian government the small airship constructed by Colonel Nobile, afterwards christened the *Norge*, in which they flew in 1926 from Spitzbergen to Point Barrow, crossing the pole and seeing no land in Beaufort Sea.

Captain Roald Amundsen was the first man to take a ship through the Northwest Passage; he was the first to lead an expedition to the South Pole; only one ship before his had made the Northeast Passage; and he, joint leader with Ellsworth and Nobile, made the first flight across the north polar basin.

On June 18th, 1928, he and his old comrade in polar adventure, Lieut. Dietrichsen, set forth from Tromso in the Latham sea-plane provided by the French government and piloted by Captain Guilbaud to the rescue of the *Italia's* survivors. A damaged float picked up off the Lofoten islands late in August makes it all too probable that some accident brought them down in the sea not long after the start.

Amundsen's cairn on Canadian soil is one of those unique instances in history of a man commemorating the dreams and resolves of youth by erecting a memorial on the spot of final accomplishment.

BOOKS

"North to the Rime-Ringed Sun," by Isobel W. Hutchison. Published by Blackie & Son, Ltd., London and Glasgow, 1934; 262 pages, illustrated; $4.25.

THIS is a readable book relating a courageous Scotswoman's adventures on a remarkable journey. Miss Hutchison left Manchester in May 1933 aboard a cargo vessel which brought her via the Panama Canal to Vancouver, whence she took the inside passage to Skagway and crossed the Klondike trail to Dawson. From there the route was down the mighty Yukon by steamboat to Nenana, by aeroplane to Nome, thence by trading schooner through the ice fields to Point Barrow, that almost perpetually ice bound northern extremity of our North American continent. Here she transferred to another tiny vessel operated by Gus Masik, independent trapper and trader, and set out eastwards along the continent's rim towards Herschel Islands. The freeze-up coming upon them at Martin Point, Alaska, Miss Hutchison accepted Mr. Masik's kindly but rough and ready hospitality for seven weeks until November 3rd, when they started by dog team for Herschel Island, one hundred and twenty miles distant. This trip and the subsequent journey to Aklavik in the Mackenzie delta provided experiences very few white women have ever had. After several weeks at Aklavik, Miss Hutchison flew out to the civilization she had left so many months before.

Miss Hutchison is an artist, and all too few artists have seen the passage of a summer, fall and winter season in the Arctic, and brought us descriptions of the marvellous sunsets and sky effects, the panoramas of ice and snow and mountains, colours and combinations unmatched elsewhere in the world. The Arctic has beauties of its own, as the authoress truly tells us, and those familiar with it but far removed from it will feel a certain wistfulness when they read her fascinated appreciations.

The book contains additional interest for H B C readers in its accounts of the accidents to and near loss in the ice of the *Anyox*, Company supply vessel of 1933, and of her visit to the Company's steamer *Baychimo* after it had floated derelict for two years in the relentless ice-pack. Known as the "phantom ship" of the Arctic since she was abandoned and carried away in the pack in 1931, she has shown up near the Alaskan coast at long intervals fast in her frozen shroud, when onshore winds drove the heavy ice fields shorewards. Miss Hutchison was lucky to be at hand in August 1933 when the vessel drifted towards the land and boarded it along with Eskimos and others, securing many interesting souvenirs. She graciously presented the Company with an H B C ensign which she found on board before the imprisoned vessel retreated again into the impenetrable mysteries of the ice.

We think the most fascinating parts of the book deal with the voyage in the ten-ton *Trader* from Nome to Point Barrow, with its cramped quarters and Icelandic-American crew of three—nature's gentlemen indeed—and later in the even smaller *Hazel*. We could add a sequel to Miss Hutchison's story of the *Hazel* and tell her of its wreck and total loss (no lives lost) on the rocky shores of Victoria island late last fall.

The book is well illustrated with the authoress' own photographs and some of her water-colours, which are delightful. We almost forgot to say that the object of Miss Hutchison's travels was to gather wild flowers for the Royal Herbarium of Kew, and apparently she gathered plenty, judging from the long list of Latin names in the appendix.

The last paragraph of the book expresses the fascination of the Arctic—"I had heard the call of the wild on star-lit nights under the Northern Lights; I had slept in a snow-hut; I had broken a new trail at the foot of the splintered Endicotts, and my heart beat for the wilderness." If you know the Arctic, your heart will also beat for it when you read "North to the Rime-Ringed Sun." —*R.H.G.B.*

"Prince Rupert the Cavalier," by Clennell Wilkinson. Harrap, London.
"Prince Rupert," by James Cleugh. Bles, London.

TWO new books on Prince Rupert in the same year constitute an event which must be recorded in *The Beaver*. Both these books undertake to broaden our understanding of Rupert by placing him a little above the popular picture of a swashbuckler who led successful cavalry charges. Both authors are enthusiasts and both have written lively, entertaining books. Mr. Wilkinson, who is an ardent Royalist, confines his book to Rupert as a soldier, and disposes of the post civil war period in a twenty-page chapter. Mr. Cleugh's work is more valuable for our purposes, because it covers Rupert's later life and the incorporation of the Company with the prince as first Governor.

"The Man on Horseback" has been given a romantic preference in history. The Crusaders of England, the Conquistadors of Spain, and the Light Brigade itself have thrust themselves upon the historian by a combination of swank and sheer weight of armed horse and man. It is well to have Rupert in these books lifted above the merely romantic. He appears as a professional soldier of somewhat superior intelligence, a sportsman and not a courtier. A grim, aloof young giant, he was above everything a fighting man, and when war offered no employment his restless, curious mind turned to science. The most hurried record of military and naval actions in which he participated is sufficient to suggest why Rupert, by forty-five,

was a leathery veteran bearing many scars earned in the service of the Crown, and subject to frequent illnesses.

In the year of the Company's incorporation he was fifty-one, handsome as ever, popular with the London crowds but not with the hangers-on of Charles II's court. He had twelve years to live, and from what can be learned from these books, he lived well and wisely, which is more than can be said for most of his contemporaries at Whitehall. He had not a flawless character, but he had genuine nobility.—*D.M.*

"To the Arctic with the Mounties," by Douglas S. Robertson The Macmillan Company of Canada, 1934; 302 pages, illustrated; $2.50.

IN the Hudson's Bay Company we have grown accustomed to the idea of travel in out-of-the-way parts of the Dominion. Our fur traders are repeatedly making quite astounding journeys, and have been doing so for two and a half centuries. The outside world learns little of these travels by dog-team, schooner and ocean-going merchantmen; it may be recorded in some file that the *Nascopie* reached Halifax on schedule at the end of her annual voyage north, or that a certain schooner has been frozen in at Letty Harbour and so cannot return to Tuktoyaktuk as planned. For a few days these things are talked of in Fur Trade offices, but there the stories usually end.

It is much the same in "G" division of the R.C.M.P. The late Inspector Joy and Constable "Paddy" Hamilton in 1929 made a patrol from Dundas Harbour on Devon Island to Melville Island and returned to Bache Peninsula, and in the annual report of the R.C.M.P. it was referred to as "a noteworthy event," and there that story ended.

Both police and fur traders are doing their jobs, and familiarity with ice and snow, fog and short rations, have bred not a contempt—one cannot afford to be contemptuous of anything in the Arctic—but a state of mind which permits them to regard being held up by a blizzard for a week with about as much annoyance as we experience when stopped by a traffic light.

It never occurs to these men that their lives in the Arctic are of absorbing interest to the outside world; and, if you talk to them during their periodic visits to civilization, they will be faintly amused by your questions, and the thought that anyone should write a book about themselves and their work is a huge joke. This is just what Douglas S. Robertson has done in "To the Arctic with the Mounties," which is an account of a trip he made, with the Dominion Government Eastern Arctic Expedition on the *Beothic* in 1931, at the invitation of Hon. T. G. Murphy, Minister of the Interior.

Mr. Robertson is well known in the newspaper world, so it was to be expected his book would be good reporting of a trip few have the opportunity to make. This book, however, is doubly interesting because, while on the ship, he became infected with that germ which makes some ardent students of maps of the Arctic islands, and which produces the desire to dress in caribou skins, sleep in igloos and hunt for Franklin relics.

The *Beothic* left North Sydney, N.S., late in July and proceeded to Godhaven, Greenland, to pay an official visit to the Danish governor, and then headed north into dangerous Smith Sound and Kane Basin, where so many ships have been crushed in the polar ice, and which all but saw the end of the *Beothic* the previous year. 1931 was singularly open and the ship was able to reach Bache Peninsula. Turning from her farthest north (11 degrees from the Pole), the *Beothic* headed south, calling at Robertson Bay and Thule on the Greenland coast before visiting Craig Harbour, Dundas Harbour (where the new H B C post was opened last year), Pond's Inlet, Clyde River and Pangnirtung. In Hudson Strait they visited Cape Hopes Advance radio station and Lake Harbour before proceeding to Chesterfield Inlet on the northwest coast of Hudson Bay. Back through the strait to "Happy Valley," officially known as Port Burwell, and then began the long run homeward in a light and rolling ship to North Sydney, which was reached on 17th September.

That is the bare outline of the trip, an account of which in itself would be of interest to the majority, but in some amazing way Mr. Robertson has managed to incorporate in his account the whole history of the Eastern Arctic. He takes the reader ashore to search for ruins and suddenly you find him apologizing for having given you the story of Franklin and the many relief expeditions. With him you approach the Arctic Circle, and while you are waiting to cross the line he tells you the history of European settlement in Greenland.

Flowers and fish, Eskimos and the marking of H B C bales all fit perfectly into his story, and Company readers will renew friendships with Stallworthy, Bolstad, Foster, Munro, Hamilton, McBeth, Fisher, and many others of "G" division; with Rev. J. H. Turner, who grows his own salads on latitude 73° north, with Father Gerrard, Bishop Turquetil, Captains Falk and Morin, Chief Newlands (who stopped growing any older many years ago), and last, but by no means least, Major Burwash. Of the Company men, A. Copland, James Fraser, John Troupe, some of the Fords, G. A. Gall, Alan Fraser and several others are met *en route*, and Mr. Robertson, impressed by the number of Scottish fur traders, remarks that evidently the Adventurers of England trading into Hudson's Bay were not unmindful of the high reputation for business sagacity that attaches to Aberdonians. Finally Mr. Robertson answers the question one so frequently hears, "Why do we spend good money keeping mounties on a God-forsaken spot like Ellesmere Island?"—*R. H. H.M.*

"To Hudson's Bay by Paddle and Portage," by John A. Stern. Illustrated; privately printed, 1934.

TEN Americans, mostly very young, and Jim Berg, a guide, made a strenuous trip from Norway House to York Factory and return last summer, and this small book of fifty-four pages is a record of the expedition.

They started descending the Nelson river, then God's Lake, God's river and on to salt water. The

tough pull up the Nelson was broken by a train lift from mile 352 on the Hudson Bay Railway to Thicket Portage (mile 185), then on by paddle to Norway House.

John Stern's journal is a most creditable effort, and would stand comparison with many of the best written by apprentice clerks in the Company's service under Sir George Simpson. A good eye for topography, a straightforward style and a determination to maintain a written record despite exhaustion and discomforts of wind and weather are the requirements of a good diarist in the wilderness. Young Mr. Berg has these qualities. Of course men who live close to things in the North will always be puzzled by people who undertake northern travel "for fun." The phrase is misleading, but city bred people use it as a convenient excuse for the fulfilment of athletic and romantic urgings. So long as there are buried cities to unearth and unscaled mountains to climb, these people will be with us, and they are not to be discouraged, particularly if they can write well and take good photographs.

Mr. Berg makes kindly references to Company men—Barton at God's Lake, Moore at York Factory, Boyd at Gillam, Denton at Cross Lake, Collins and District Manager Talbot at Norway House.

Those of us whose sporting instincts lead us into other fields salute these young voyageurs as the true amateurs of exploration. Certainly, when some of the party came into *The Beaver* office late in August, it was impossible not to envy their fitness and their weeks on the old fur trade route to the Bay—*D.M.*

"Canada's Eastern Arctic—Its History, Resources, Population and Administration." Published by the Department of the Interior, Ottawa, 1934: 166 pages, illustrated.

THE latter part of 1934 saw the publication of a book which has all the fascination of an encyclopaedia, but with the difference that, after reading at random, one almost inevitably turns to begin reading at page 1. "Canada's Eastern Arctic" is the name of the book and it is published by the Department of the Interior at Ottawa, accounting for their stewardship of that region since the days of 1870, when the administration of the Northwest Territories was taken over from this Company upon surrender of certain of its charter rights.

When one considers that it was only in 1911 that the first Company post was established in the eastern portion of the Northwest Territories, and that at that date only eight government scientific expeditions had been sent north, it is amazing the amount of information that the department has been able to pack into the book. In the first case many will be surprised to learn that the population is 75 whites and 2,400 Eskimos, and that the mission hospital at Pangnirtung on Baffin Island boasts a modern x-ray equipment.

An entirely unexpected number of animals, birds, fish and sea mammals are catalogued in the book, while undoubtedly the most surprising thing to those who know little of the north will be the large number of species of Arctic flora. Who, for instance, could believe that anything could grow as far north as Devon Island, less than 1,000 miles from the Pole? But we read that in 1927 the late Dr. Malte, during the few hours the ship was in, obtained at Dundas Harbour alone no less than twenty-seven species of flora not previously known to occur on the island.

It is, of course, inevitable that there should be many references to the Company, and it is particularly pleasant to read the department's appreciation of "the fine type of employee" secured by the Company, and that the "well-groomed appearance" of the Company posts "represents a great deal of hard work" and "provides a good object lesson for the Eskimo population." Such appreciative references surely speak well of the co-operation between the department and the Company, much of which is due to the personnel of annual government Eastern Arctic expeditions, which nowadays travel on the Company's supply ship *Nascopie*. Fur traders of the Eastern Arctic have found good friends in the government parties, a concrete proof of which are the messages one at times hears broadcast to the North.

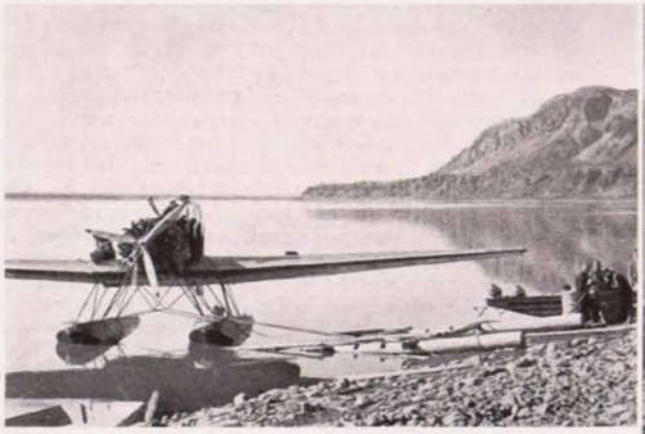
From its modernistic cover drawing to the map at the end of its 166 pages, "Canada's Eastern Arctic" is an absorbing collection of historical and scientific data, and for many it will throw an entirely new light on a district which they have hitherto believed to be a region of perpetual snow, where only Eskimos, Hudson's Bay men and mounted police can survive. They will learn of the Company tennis court at Lake Harbour, in Baffin Land, the suicidal tendencies of the lemming upon whose sanity depends, to a degree, even the prosperity of the Hudson's Bay Company, and that coal mining rights up there may be leased at one dollar an acre for twenty-one years.—*R.H.H.M.*

Trading into Hudson's Bay, 1934

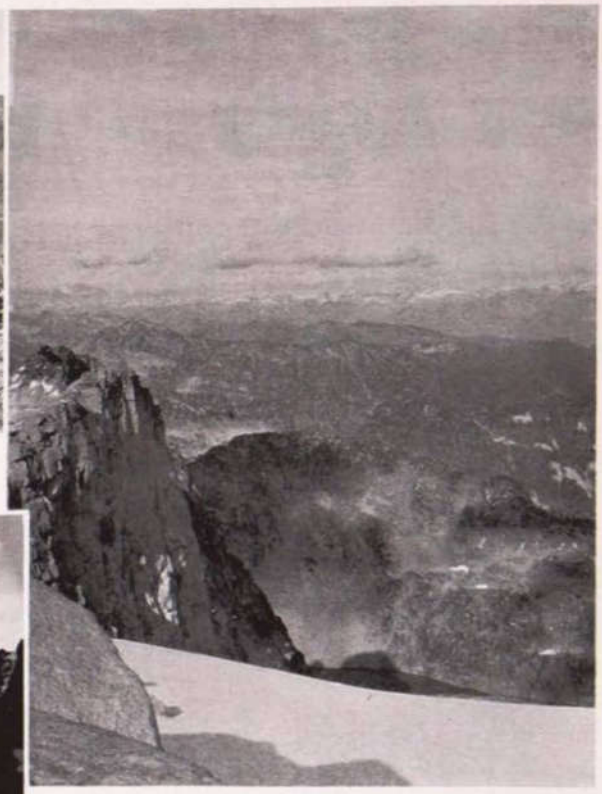
THE Narrative of the Visit of Patrick Ashley Cooper, Thirtieth Governor of the Hudson's Bay Company, to Labrador, Hudson Strait and Hudson Bay, 1934, companion in make up to the now famous brochure issued by the Company in 1920 in commemoration of the 250th Anniversary of its incorporation, is now on sale in a limited edition at the Company's stores at Winnipeg, Saskatoon, Edmonton, Calgary, Vancouver and Victoria, or at the Canadian Committee Office, Hudson's Bay House, Winnipeg.

PRICE—$4.00

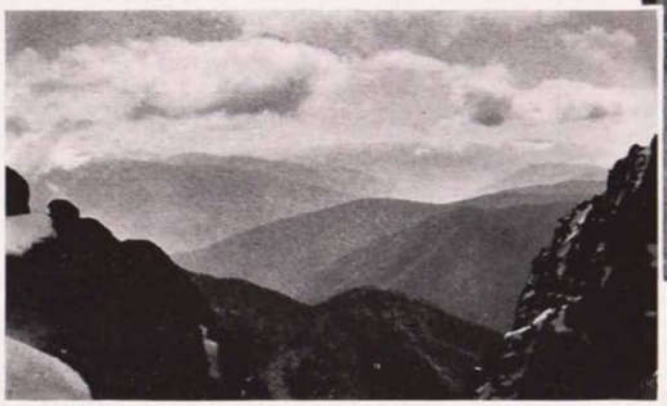
TWENTY-THREE PICTURES



Up the Mackenzie river the aeroplane performs an ever increasing service: Furs, passengers and mail pass over the river and records are often broken. Our picture shows a machine at Norman.



Looking east from Haystack Park in Kokanee Glacier Park of the Canadian Rockies. This district was visited by Sir George Simpson during his amazing journey from Hudson Bay in 1824-25 to reorganize the Columbia Department.



From Ross Fleming, Nelson, B.C., come these two magnificient views in the Canadian Rockies. Both are views in Kokanee Glacier Park. Above we look southwest from Haystack Peak to Kootenay Lake in the distance, on an arm of which is Nelson with its H B C store.

Above: The Company schooner Fort Severn at Churchill loading supplies for an eventful voyage to west Hudson Bay posts. Behind lies the Government tug Ocean Eagle. On left are G. Anderson, manager Nonola post. Capt. D. O. Morris of the Fort Severn and P. J. Carey, Company transport officer at Churchill, on the small schooner.

Above: J. J. G. Rosser, manager of the Company's Fur Purchasing Agency at Prince Albert, calls on the "Grand Old Man" of Mackenzie river, H B C Pensioner John Firth, Fort McPherson, N.W. Territories. Below: Surely the best and most widely known sign in Canada—here well within the Arctic Circle at the mouth of the Coppermine river in the Western Arctic.

Successor to old Fort Prince of Wales at the mouth of Churchill river, the Company's modern trade store on Churchill townsite. Behind are the grain elevators. The ruins of the old fort across the harbour are being restored by the Historic Sites and Monuments Board, and excavation work inside the fort is bringing to light much of interest.

A dramatic "shot" of the Company schooner, Margaret A, which was caught by Jack Frost and frozen in at Letty Harbour, Western Arctic, last fall. Her crew was flown out none the worse for the experience.

An overhead view of one of Canada's little surprises, that newly discovered mineral district of Cameron Bay, Great Bear lake.

Fur traders among miners and prospectors, the Company men at the new Fur Trade Fort Dease on Cameron Bay, Great Bear lake.

15 members of our Victoria Retail staff, led by A. J. Watson, manager of the store, all of them over six feet tall, full length Adventurers of 1935.

Another picture of aircraft in the North, a Canadian Airways plane at the camp of the White Eagle Silver Mines at Camsell River, Great Bear Lake, Northwest Territories.

A figure which might have stepped out of a picture of the stirring days of beaver hats, freight canoes and singing voyageurs, but actually Osker Lindokken, trapper of Deer Lake, Ont., and, by his cap badge, a friend of the Company.

Indians of James Bay district making camp in the heavy snow and scanty spruce of northwestern Quebec. The picture was taken by J. W. Anderson, manager of the district, on an inspection trip. These trips by district managers mean many heavy miles of snowshoe.

Above: A roadside house in St. Anne de Bellevue, Que., which once, many years ago, was "Hudson's Bay House," Bellevue. It was here during the days of Sir George Simpson that the canoe brigades from Lachine used to halt to get over the alcoholic effects of the celebration of the departure of the brigade before tackling the difficult waters of the Ottawa river, en route to Michipocoten.

On the right—Above: An Indian wedding at the Church at York Factory on Hudson Bay, a ceremony attended by the Company staff, and an occasion demanding best clothes and bright colours. Below: The interior of Christ Church, or "The Church by the River," at The Pas, the river being the famous Saskatchewan river. The wood carving for the pews, font, altar rails and pulpit was done by men of Sir John Richardson's Franklin Relief Expedition.

What is probably the tallest flagpole at any Fur Trade post is the pole, shown here, erected by H. M. S. Cotter at Cumberland House while he was at the post. Mr. Cotter, having great affection for things nautical, used to fly the International Code.

What the modern adventurer must contend with while trading into Hudson's Bay, and showing that there was a lot in favour of the Red River cart. The victim was a Land Dept. field man—but it's all in the day's work.

Above: C. E. Joslyn, manager of the Company's Land Dept., seated in the centre, with his officials and field men during the annual conference in Winnipeg. The department administers one of the largest estates in Canada—what is left today of the land granted to the Company at the Deed of Surrender in 1869. The field men cover the three prairie provinces.

Above: This winter aerial view of the junction of the Great Bear river with the Mackenzie river will be of interest in view of Mr. Finnie's story in this issue. Some idea of the size of the Mackenzie is obtained when one knows that the Great Bear is some 300 yards wide at the mouth.

Centre: F. F. Martin, whose appointment as General Manager of the Company's Retail Stores was announced by George W. Allan, Chairman of the Canadian Committee, at the managers' conference at Vancouver in January. Mr. Martin joined the Company in 1931 as controller at Vancouver.

The Prairie Chicken

The Finest of Game Birds, the Prairie Chicken, Must Soon Be Numbered Among the Buffalo and Passenger Pigeon

By J. N. J. BROWN, Vancouver

THERE is a fragrance of Spring, the buzzing of bees, and nature smiles in all her splendour; it is the return of summer life—birds select their mates, and so I write of the prairie chicken.

The males collect in large numbers on some rising ground or blunt mound about the end of April for their annual mating dance, which they keep up for a month or six weeks. The dance floor is a plot of trampled grass about fifty or sixty feet square.

When they assemble for the dance the female birds demurely go to the edge of the ballroom plot, where they may watch the dance while half hidden by the grass. As all the males participate, there are no professional musicians, but each male furnishes his own music. Ruffling up their neck feathers, dropping their gawky and rapidly vibrating wings close to the ground, elevating their beautiful tails, these male ballet dancers waltz round and in and out, whirling sometimes one way, sometimes another. Suddenly they arise, inflate their bodies, and assume most human attitudes and slowly, like important dignitaries exchanging courtesies, move around in groups, advancing and returning with arrogant dignity. Occasionally they chatter to each other, as if to say, "Well, we have had a wonderful time."

These "chicken stamping grounds," as they are called out here in the West, are used for many seasons. Unless the birds are disturbed, they return to the same courting grounds indefinitely. But now in British Columbia the indiscriminate slaughter to which the different varieties of grouse and deer have been subjected during the last twenty years has almost ruined the sport in British Columbia.

At Toketic Siding, near Spence's Bridge, in 1912 there was a flock of about thirty prairie chickens; today I doubt very much if there are any. Yet during all these years, in my annual prospecting trip I have never shot one, and I know for a fact the Indians have never bagged any.

How comes it, then, there is no increase? My opinion is, since the advent of horses and cattle, the open ranges have become devoid of bunchgrass, which renders the young chicks an easy prey to hawks.

There is no sport more enticing than shooting prairie chickens—or pinnated grouse. Nothing can compare with it except possibly the hunting of the Bighorn or mountain sheep. The prairie chicken lives boldly out on the plain, and trusts to its keenness of vision and rapid flight to protect itself. A flock of the birds at home is a sight to be remembered; the rich plump bodies of the hens, shading from dark grayish brown on the breast and wings to a light grey neck and dark head, and the larger build of the males, with the distinguishing long black feathers on the neck reaching down like the ends of a yoke, make a striking contrast with the green carpet of the prairie sod.

I quote from Professor Macoun, who writes of the Columbian sharptailed grouse: "One day, about the middle of May, I shot at a dancing party, killing two and wounding another, which flew a short distance. I went to get it, and before I got back to pick up the dead birds the others were back dancing around them."

Personally, I have witnessed many of their dances, but never found them as tame as Mr. Macoun relates, though they courted openly and even proudly.

I quote from another, William T. Hornaday, author of "The American Natural History": "The great flocks of from one to three hundred that from 1860 to 1875 were seen in winter in the Iowa corn fields, as also in Illinois and Wisconsin, are gone forever. Even as late as 1874, many birds were killed every winter by flying against the telegraph wires along the railways. Today the prairie chicken is to be numbered with the buffalo and passenger pigeon. It is so nearly extinct that only a few flocks remain, the most of which are in Kansas and Nebraska." Sometimes the chickens plunge into the snow to spend the wintery night and a storm may arise, causing the snow to drift and pack; occasionally a crust forms on the surface and the poor birds starve or smother.

I think attempts to tame the prairie chicken for domestic use are practically useless. No bird enjoys the freedom of the vast open land more than the pinnated grouse. I can well recall many years ago when I was a youngster finding a prairie chicken nest and cruelly robbing the bird by taking the eggs home and putting them under a brooding hen. When the eggs hatched, the hereditary nature of the bird was all there; the tiny things attempted to run away with egg shells hanging on their backs. My attempt to rear them was a total failure.

But, as I have already said, today the prairie chicken is very scarce. Since colonial days sportsmen have believed that restrictive measures would perpetuate sport; but, in every section in the province where a species of game has become scarce, this condition has been reached under a system that kept shortening the hunting season, lowering the bag limit, and prohibiting shooting for several seasons.

There are many who blame the trappers and prospectors of the game lands for the gradual but certain extermination of the wild animals. I do not believe that this is so. Trappers and prospectors are usually more conscious of the need for protection of game than the pleasure seeking hunter; they realize how vital the animals are for their own welfare.

A comparison of present day conditions with those existing years ago, however, shows that something is radically wrong with the policies that have been pursued. Thousands of dollars have been spent not only in Canada but in the States, trying to enforce game and fish laws.

The prairie chicken is non-migratory, and might be preserved for all time if afforded a reasonable amount of protection by rigidly enforced game laws, as well as forbearance on the part of sportsmen.

British Columbia is a glorious land for the sportsman, but unless we protect our game, it is only a matter of time till the denizens of the forest and the birds become extinct.

"Fishes, Furres and Beastes Skins"

Several Thousand Years Before the Flood Was the First Fur Trader Born and the First Pelt Bartered. Though Considerably Changed in Appearance, Mr. Copland Claims That Fur Traders Today Are Much the Same as Their Wild and Woolly Forefathers.

By A. COPLAND
St. Lawrence-Ungava District

THOUSANDS of years before history begins, the nucleus of the white races, cradled in a warmer clime, moved northward to the lakes and marshes of Europe. On the trail of the gradually receding ice-cap they hunted and fished, and with the change in temperature came the need of clothing. Some no doubt excelled as fishermen, others as hunters, so that a system of bartering evolved; but, gradual as it may have been, "to begin with barter, blackmail, tribute and robbery by violence passed into each other by insensible degrees. Men got what they wanted by such means as they could."

At the tribal squatting places, our earliest colleague of the fur trade, standing by his bale of rough untanned skins, cast covetous eyes towards the fine flints or rotting fish of his neighbour, who, in his turn, cast an appraising look over the pelts. Thus the trading instinct was brought into being and developed.

With the passing of time and the recording of events, trade came into its own. The fighting, armour-clad lords, with their heavy demands of men and constant draining of resources, found themselves pushed unceremoniously into the background as a new class came into existence—the traders. Across northern Europe they toiled with their loads of merchandise, a prey to bands of robbers, tolls and privilege.

Gradually they bound themselves into guilds, the greatest of which was the German Hansa, an organization that guarded its widespread interests well. The most profitable commodity they could handle was salt fish, because of the heavy consumption by the catholic countries, and their most distinguishing marks as individuals and rich burghers were garments of fine cloth trimmed with choice furs. From their trading post of Novgorod in the wilds of Russia came the choice pelts. We find the traders, bound to ten years of exile, forbidden to fraternize with their customers, cautioned to examine the pelts well before purchasing.

As far back as the year 1300, records of duty paid on pelts entering England are recorded in the duty books of some ports, a charge of twopence being levied on a bale "of a hundred of sable, martin, pole cat, fox or cat skins." In later years England was to prove the most formidable rival of the Hansa, who, in their headquarters in the "Steelyards, or Stilyards," as they were called, endeavoured to hold the trade monopoly of the island kingdom.

At that time ship building was in its infancy and the carrying trade of the world stood still in winter. As time went on fish, salt cod and herring, together with beer, were deemed "cargo previous in value," and so the stringent shipping laws were relaxed to allow ship masters to sail at any time. With this action the trade of the world expanded and far countries were brought within its reach as the ship-builder's art developed.

In the year 1553 the Merchant Venturers of England financed an expedition via the White Sea to Russia, or Muscovy, as it was then called, the leader reporting that: "To the north part of that country are the places where they have their Furres as Sables, marterns, greese bevers, Foxes white, black and redde, Minks, Ermines, Minivers and Hartes. There is also fishes teeth, which fish is called a Morsse." In two years' time a charter was granted to "The Merchant Venturers of the Muscovy Company," which gave them the right to trade within the Russian empire and the privilege of opening up trade routes through Russia to the countries beyond. Thus, half a century after Ivan the Terrible had driven the Hansa traders from his empire, the English were settling down nicely as a trading nation.

Quick to realize the advantage of a steady flow and interflow of trade through the capital, the English traders time and again petitioned the ruling monarch to restrict the activities of foreign traders. Export and import duties were imposed as crippling measures, century old privileges were rescinded, and an attempt to boycott English merchandise in foreign countries proved abortive. Chartered companies came into favour and, as far as the limited carrying trade of the times would allow, foreign trade was exploited to the utmost. With the trade of the world practically controlled from one great centre, how simple were the laws of commerce in comparison with the complex problems of today! Monopoly succeeded monopoly, to perish because it was regarded as such and was expensive to maintain, besides allowing of no radical change in policy or outlook.

With the granting of a charter to "The Governor and Company of Adventurers of England trading into Hudson's Bay," the game of "fishes, furres and beastes skins" came into its own. Sponsored by the friends of a ruling monarch, it met with royal favour; the state robes of fur became its hall-mark. Our royal colleagues of the fur trade, despite their mincing ways and elegant clothes and gestures, were men who appreciated the honour of launching such a novel venture Their spirit is reflected in the name under which they chose to trade.

Thus have the rules throughout the age bestowed on the fur trade its prerogative of patronage. When the old man of the tribe wrapped the warm skin around his body, he grunted his approval. In an age of pedantry the royal favour was conveyed in a carefully worded charter and fur-trimmed garments again covered the royal personage.

Throughout untold ages the fur trade has prospered; difficulties that seemed unsurmountable have been overcome. From periods of economic depression it has recovered spontaneously, while more vital undertakings have been swept aside or bolstered up to meet the blighting influence.

It is in the nature of ourselves and our womenfolk to admire and covet the finer pelts of furbearing animals—as witness the almost reverent manner with which the uninitiated regard a fine pelt. It is as natural as eating, since food and clothing are essentials, and, whether we like it or not, the thoughts and instincts of our skin-twitching forbears of the Mediterranean lakes will persist.

The traffic in skins may dwindle, but it will never die out. The organization that has been built up with it and from it may undergo many changes, but it will always lean on the primeval law of the squatting places—fair exchange.

Then, gentlemen of the fur trade, let us continue to deal in "fishes, furres and beastes skins," honouring this law which our earliest fur trader has handed down to us unchanged throughout the ages.

The Apprentice's Windigo

A Windigo, a Thirty-Five Shilling Hat and a Practical Joker at an Inland Post

By "ESNAGAMI"

HE was a young apprentice. He arrived in a pressed suit and polished shoes, and his gray felt hat bore on its inner band the classy trade mark of a Sauchiehall Street house, Glasgow.

His first post was situated deep in the tall timber on the shore of a beautiful lake. The surrounding country was wild and uninhabited, and in the depths of its pine and poplar forests dwelt that fantastic conception of the Ojibway mind, the Windigo, half human, half devil. Often had he listened to the graphic stories of this being told around the stove on chilly evenings when the gloaming did queer things with the shadows around the post. He was impressed.

One afternoon, on returning from a trip to the outpost, he found his manager out on a trip. The lady of the house, an estimable member of the Chippewa nation, was nowhere to be found; and the post wore an air of desertion and gloom.

An hour after his arrival, a solitary canoe slipped across the channel from the neighbouring reserve and a dark haired youngster disembarked.

"Well, Mike, where's the folks?" asked the son of Scotia.

"Gone over to the reserve."

In a dramatic half whisper he continued: "The windigo come around last night and scared 'em. One of the girls saw 'im first, out in that clump of bush. Then when it

got dark, 'e come an' raised hell around the house!"

"Do you think he'll come again?"

"Mebbe!"

"Then what do you say if we wait for him and put some lead in his chest?"

"If you stay, I'll stay."

And in their big, manly way—both aged eighteen—they shook hands on that.

The lanky newcomer picked up the apprentice's hat, which was lying on the table, and tried it on.

"Some lid!" he remarked approvingly.

"Aye, I paid thirty-five shillings for that hat in Sauchiehall Street."

At which the hat was gingerly replaced.

At dusk a gasboat chugged its fussy way to the dock and, hastening down, the lads found a friend, a certain "S.K." To him they poured out their overburdened souls, and with a serious nod of his head S.K. agreed that the best way to rid the post of this ghostly menace was to shoot it. Accordingly an old 30-30 was borrowed from his boat and placed on a chair in the house.

Followed supper; and after a game of cards and some chaffing as to accuracy of aim should the windigo be sighted, S.K. said goodnight and went to his bunk on the boat.

Books were produced and silence reigned.

Eight o'clock, nine, ten, and the boys read on. Outside the rain lashed at the windows and the livid lightning flashed intermittently.

Ten-thirty—Boom!

Two books dropped to the ground. Two pairs of eyes grew round in excitement. (Or was it fear?)

Out onto the verandah and a cautious squint round the corner of the house. A shiver at the driving rain. Ahead, a curtain of raindrops scintillated in the light from the window. They crept, close together, eyes searching the shadowy vista for some furtive movement which would betray the presence of that supernatural being.

Seconds passed as they stood there with bated breath and tense muscles.

A flash of lightning. One hand gripped hard on the biceps of the other's arm.

"See 'im?" A pause.

"Get me the gun."

The gun changed hands. The lever fed a cartridge to the bore. With back to a tree trunk, one arm outstretched, was a tall weird figure, ghastly in the blue lightning.

From the dark came, "Go on! Shoot!"

"B-But they'll hang me for killin' him!"

"Naw, they can't hang yuh for shooting a windigo."

Simultaneously a red streak stabbed the night, and a roar broke the silence.

The tall figure stood motionless. The atmosphere was tense. Again the red stab and the roar. Still the phantom stood.

Crack! Crack! Crack! At the fifth shot the thing crumpled up and pitched forward with a thud to the ground.

"Got 'im!"

Then consternation seized them. They rushed indoors, shot the bolts and crept to a far corner, where they sat in fear and trembling awaiting the coming of morning. Dawn disclosed S.K. and his gas boat a speck in the distance. On the shore lay a conglomerate pile of poles, hay and gunny-sacks, enclosed in what had once been the apprentice's second best suit, while six feet away was a grey felt hat, riddled and rent.

The apprentice picked up the hat ruefully, and in a broken voice said, "And I paid thirty-five shillings for that hat in Sauchiehall Street, Glasgow."

The Place of Many Bones

Mr. Gibson and Ohukto Find an Eskimo Encampment of the Days When the Caribou Were Numerous and Hunters Were Buried with Their Weapons

By W. GIBSON
Western Arctic District

IT was the month of July and the tenuous summer had come to the Arctic coast lands. On the bare and undulating plain the snow had disappeared, while a tinge of green coloured the valleys and surrounded the innumerable lakes and ponds which sparkled in the brightness of the day.

The sun monotonously circled the sky without yet dipping below the northern horizon. On those days, however few, when chilling fogs or sleet-laden clouds did not obscure the heavens, the atmosphere was warm and pleasant, and the surrounding country, although bleak and barren to the casual eye, held a suggestion of immensity and immutability which distinguished it from some more southerly clime. Only by unconsciously catching a glimpse of the sea ice, as it shimmered in the purple mirage in the distance, was a full realization of time and place surprisingly grasped.

My Eskimo companion was an elderly hunter favoured with the name of Ohukto—"The vapour which arises from freezing water." He eagerly pointed out, and commented on, every feature of the landscape as we marched along, and held forth with much exuberance on the history and importance of his tribe, the richness of the land they inhabited and the superiority and excellence of both when compared with neighbouring tribes.

No Eskimo suffers from inferiority complex, within his own race at least; the particular tribe to which he belongs is invariably the strongest numerically, their physical and moral characteristics and skill in hunting eminently the highest, the country or territory they occupy the richest in food resources, and their women of the rarest excellence.

We approached a long elevated ridge, which terminated abruptly, forming a steep bank on the shore of a large lake. The interest of my companion quickened as we neared, and he spoke volubly and reminiscently of the past significance of the landmark and the great summer camps which crowded its summit during many summers.

The ridge was some fifty feet high and was composed of limestone shingle; clay soil with a rich covering of grass intruded above its base. Strewn everywhere were weather bleached caribou bones in great profusion, while huge piles of them occupied the slopes leading to the summit; antlered skulls stuck out from the mass, which extended even down to the edge of the lake. Numerous tent rings and moss-grown stone caches were carelessly scattered along the crest of the elevation, while on the highest point, overlooking the lake, we came across a well filled native cemetery.

Here was an ancient encampment, typifying the caribou culture of the central Eskimo and permeated with the suggestion of age and long recurrent occupation during the summers of the past. A remarkable view was obtainable of the surrounding plain, which no doubt accounted for the selection of the site. Caribou herds could be espied afar off and drives organized at leisure; the numerous lakes and adjacent lagoons were well stocked with salmon and a variety of other fish, besides wild fowl; all denoting a veritable Eskimo paradise.

The graves were arranged in the prescribed Eskimo fashion still characteristic of the central Eskimo. Here were numerous little piles of bleached bones—some in a state of great disintegration, others still retaining partial anatomical shape—surrounded by rings composed of small boulders, metaphorical protection against the influence of evil spirits. Extreme youth to old age were represented. The identity of each was easily distinguishable by the diminutive relics lying on the graves: the hunter and his weapons and kayak, crudely fashioned miniatures in wood or bone; the wife or young girl her leather knife, sewing needle and strips of seal skin; the child a representative tiny toy. There was a marked diversity in both quantity and quality of the furnishing on the graves.

These objects were all pitiable trinkets, figurative only of the necessary equipment the dead required in the Great Beyond, for the Eskimos' spiritual beliefs embrace the primitive thought that in the new life the hunter will take up his bow, and the wife her needle, and continue on. The children will grow up in the beyond, but they need their toys, for there they will play for a time.

When a hunter departs from this life and is "placed on the land," his grave is furnished with his own hunting weapons. Often when these are incomplete they are augmented by a spear or other article from a brother or friend who wishes him well. This equipment is left on the grave for a short period only, when it it withdrawn and miniatures substituted. Sufficient time is always allowed to ensure that the departed hunter has established himself in the new life and is no longer dependent on his earthly weapons.

Ohukto hovered over the graves, with a perplexed and far-away expression, absorbed in recalling names and personalities. He returned repeatedly to a grave which appeared more recent than the others. He was unable to establish the identity of the remains, and gazed searchingly on the whitened bones as if there he would read a name, while he poked a long brown finger into the vertebra.

The air was laden with mosquitoes, and a quietness reigned over the low lying landscape, broken occasionally by the swish of eider duck on the wing as they hurried across or the long-drawn lugubrious wail of the loon as they called from pond to pond.

In the heat of the day we departed from "The Place of Many Bones," with its story of the primeval life that once pulsated around it, an acute reminder of the irrefragable mortality of man.

Arctic Whaling

Description of the Industry Which Once Brought Numerous Ships Each Year to the Arctic Waters

By W. A. HUNTER
Late of Baker Lake Post

WHALING, even though the products remain of economic value, is gradually losing the position it once held as a profitable commercial enterprise. The days when the great fleets of Dundee and New Bedford left port in all their glory of new paint and snowy canvas are gone forever.

As long ago as the seventeenth century, the Greenland Sea was the scene of intense activity in connection with whale hunting. This was probably due to the report of Henry Hudson, who discovered that walrus and whales were abundant in that region. Holland, France and England, to mention a few of the maritime countries engaged in whaling, sent hundreds of ships and men annually to prosecute what was then a very profitable industry.

The Dutch established on Jan Mayen Land and also whaled off the coast of Svalbard, or, as it is better known, Spitsbergen. This occasioned trouble with the English who were fishing there, and engagements between rival fleets were not uncommon.

Eventually agreements were made whereby Holland was allotted the harbours on the north of Spitsbergen, while England and France, among others, shared the southern harbours. On Amsterdam Island, one of the Spitsbergen group, grew the village of Greasetown, populated by the whalers and their adherents. As many as fifteen thousand people lived there during the season.

When shore whaling became unprofitable, the Dutch evacuated the island in favour of the open sea. It is on Amsterdam Island that the most northerly cemetery in the world is located; a burying ground which must surely be the most desolate and forbidding of any in the world, hemmed in by a frozen silence that is broken only by the moan of the polar wind. A monument erected by Holland on the island perpetuates the memory of the hundreds of hardy pioneers who found a last resting place on its bleak, wind-swept shores.

Various nations whaled in the Greenland Sea after the shore fishing failed, but the Dutch were probably the most successful of all. These same waters today are the hunting grounds of Norwegian sealers, and the numerous shoals of herring and cod afford a livelihood to the Icelandic fishermen.

Less than twenty years ago the Scotch and American whalers still sent ships into Canadian Arctic waters in quest of the Right or Bowhead whale, which member of the species, although not the largest, yields more oil than any of the others. Continuous hunting of these whales has however depleted their number, and as the demand for available products grew less so also did the pursuance of the industry. Today there is little or no importance attached to it.

Norwegian vessels still carry on to a certain extent in southern waters in the vicinity of the Falkland and adjacent islands under British permit.

Herschel Island, at the mouth of the Mackenzie river, was the main base of the American whalers of the nineteenth and twentieth centuries, while the Scottish fleets kept more to the eastern Arctic, around the eastern coast of Baffin Land, the Ottawa and Belcher islands in Hudson Bay, and the coast between Rankin Inlet and Repulse Bay.

White whales in these waters are far more numerous than their black brethren, and now it is only the occasional Bowhead which is seen and captured by the native Eskimos.

The month of March saw the Scottish crews leaving the parent vessels which were still frozen in, and proceeding with their whale boats to the edge of the ice or, as it is more often called, the floe. It was usually a month later before the American boats took to the water.

At night the boats were pulled up on the ice and converted into sleeping quarters by the simple expedient of spreading the sails over the top of them—not a very enviable existence at that time of year. On the land it is cold enough then for the hardiest, but sitting in an open whale boat in the chill clammy atmosphere of the Arctic floes is infinitely worse.

Great skill is required to manoeuvre a boat close enough to one of these aquatic monsters to deliver a telling blow. The harpooneer stands in the bow with weapon poised, ready to throw at the first favourable opportunity, and it is very seldom that a good harpooneer registers a miss.

The American whale gun consists of a barrel resembling that of a sawed off twenty-guage shot gun mounted on a wooden pole about five or six feet in length. Fitted to the outside of the barrel is a swivel headed harpoon with a long line attached. On the opposite side is a steel rod attached to a trigger. Both the harpoon and the rod project beyond the mouth of the gun barrel. The whole weapon is thrown at the whale. The harpoon penetrates the hide but the rod, being blunt, is forced back on the trigger which, when released, propels a bomb into the animal.

It takes more than this however to end the career of one of these creatures. As soon as it feels the bomb searing its inside, there is naturally a commotion. That is the time when the boat steerer has to keep all his wits about him and remain cool, for one flip of the mighty flukes and there would be one boat and crew which would hunt whales no more.

The boat, being fast to the whale by means of the line attached to the harpoon, is dragged over the surface of the water by the animal in its frantic efforts to escape.

The Bowhead's endurance is great, but the pace is more than any creature could keep up for long, with its inside all abroad. As the struggle grows feebler and the whale begins to lose interest in what is going on around him, the boat creeps up to put the finishing touch to the killing.

On getting close enough, the bowman, judging his aim to a nicety, drives a long keen-bladed lance straight to the heart. All that remains to be done then is to tow the carcass ashore.

What follows is a scene not readily forgotten by those who have witnessed it. The people of the settlement, men, women and children, gather round with big wicked-looking knives to exact their share of blubber and skin. Even the dogs collect their bounty without being disturbed.

The black skin of the Right whale is looked upon as a delicacy by the Eskimos, and when properly cooked tastes quite good to a civilized palate. It is an unwritten law with the natives that no matter who kills a whale, the black skin is divided among the people.

Another of the delicacies got from the whale is the white gum-like substance which adheres to the base of the baleen—the whale bone of commerce—which protrudes from the animal's mouth. It is doubtful whether anyone but an Eskimo could stomach this, as it is first left to decay gradually before it is scraped off the baleen and eaten.

There may come a time when Arctic whaling will be revived, but it is unlikely; the halcyon days of bygone years, when the industry was at the peak of its prosperity, are now but fading memories.

What's in a Name?

Some Royal Variations in Names Adopted by Indians

By H. McKAY, Grand Rapids

THE name Pegowis or Peguis signifies "Destroyer." But by nature Chief Peguis was of a peaceful disposition. He was one of the signatories of the treaty made by Lord Selkirk with four other chiefs on the 18th of July in 1817. At the battle of Seven Oaks, he defended the Lord Selkirk Settlers.

Unlike many of his brethren, he was not hostile to the advent of the white man; on the contrary he was known to be their friend. Indeed he had received testimonials of regard from Lord Selkirk worded, "The bearer, Peguis, one of the principal chiefs of the Saulteaux of Red River, has been a steady friend of the settlement ever since its first establishment, and has never deserted its cause in its greatest reverses, etc., etc. (Signed) Selkirk, Fort Douglas, July 17, 1820."

He also received the following testimonial from the Hudson's Bay Company for services rendered: "These are to certify that Peguis, the Saulteaux Indian chief, has uniformly been friendly to the whites, well disposed towards the Settlement of Red River, and altogether a steady, intelligent, well conducted Indian, etc., etc. (Signed) Geo. Simpson, Governor of Rupert's Land, Fort Garry, 1st January, 1835."

Peguis, friend of the white man, was easily induced to become a Christian. When he came to be baptized, the minister informed him that he must lay aside his pagan name and assume an honest Christian one.

"What name do you choose, Peguis?" the reverend gentleman asked.

"How call you the great white father across the sea?" asked Peguis.

"We call him King," answered the minister.

"So! Then, as I too am ruler over my own people, that will I take also. Call me 'King'."

So pagan Peguis became Christian King. In due time King brought his sons to be baptized in turn.

"What are their names, King?" asked the priest.

"How call you the sons of the white King, my father?" asked the chief.

"They are called Prince." Accordingly the sons were received into the church under the names of Edward Prince, Albert Prince, etc. Today there are descendants of the Indian King and his sons, the Princes, living on the reservation at Selkirk, Manitoba, and their surname also is Prince.

Another amusing incident of the kind occurred at Grand Rapids some years ago. A devout old squaw presented her grandson to be baptized, herself acting as godmother.

"Name the child," said the minister.

"Albert Edward Prince of Wales," the proud old lady answered.

The minister, however, objected. "I can name him Albert Edward, if you wish, but not Prince of Wales."

The old lady insisted on the full name, but finally was induced to assent to Albert Edward. After the service, the writer asked the proud grandmother, "Why did you wish to call your grandson Prince of Wales?"

The old woman was at first unwilling to answer my question. However, she at length admitted that her reason was this: In the service of the Church of England occurs a prayer for the King and Royal Family (Albert Edward Prince of Wales, who was living at the time, etc.) The old woman thought that if her godson were named Albert Edward Prince of Wales this prayer would also apply to him! Thus at morning and evening service a prayer would be offered up, in the spiritual benefits of which he would participate ever afterwards.

Fresh Fish

(Continued from page 43)

Southern Labrador. Fast diesel collecting ships canvass the fishermen for fifty miles north and south of Englee, returning with as many as six hundred boxes of salmon packed in fine crushed ice. Quickly transferring their cargoes to the mother ship, the collectors speed away again for more. When the White Bay salmon run concludes, the factory ship sails for Cartwright, Labrador, and having collected her quota there, a course is usually laid for Southampton.

In addition to salmon freezing, there is also on board a canning department with a seasonal pack of about eight hundred cases of *Blue Peter* canned salmon. Indeed many and various are the activities inside this unique factory ship. During the height of the season in every part of the ship men are busy—over one hundred and sixty of them. Muffled up with scarves and ear-caps, they work below in the packing room, where the thermometer registers twenty-seven degrees of frost. A dozen yards farther aft in the main engine room, where cooling electric fans play upon dynamos which hum unceasingly generating power that runs the factory, the mercury soars to 80 and 90 F. On the fish deck a silvery stream of salmon flows along. In the big galley cooks are busy frying many pounds of fish for each meal and baking hundreds of loaves of bread.

Although but six years a Newfoundlander, *Blue Peter* has become a sort of national institution; she is the island's largest ship. Several of the harbours which she frequents annually are completely filled by her four thousand tons. There she is the cynosure for all eyes, and villagers never miss an opportunity of making a tour of inspection. They come prepared to be thoroughly impressed. I remember once overhearing the comment of one old lady to another at Englee. Standing in the doorway of the main engine room, they peered down into the amazing depths below. "Well, *now* you talk," exclaimed the old crone, as if to say: "I don't believe it; it ain't real."

Blue Peter has also entertained an interesting variety of people: wandering doctors, nurses and "wops" of the Grenfell mission have had many a "tuck in" aboard. Even celebrities have come her way: Colonel and Mrs. Lindbergh while on their way to Greenland; General Balbo upon his arrival in the New World with his Air Armada; and, on a hot July day at Cartwright during this season, the Governor and Mrs. Cooper saw all there was to be seen on board this unique unit of the Hudson's Bay Company.

Calling Valley of the Crees and the Buffalo

(Continued from page 23)

built a modern brick sales shop to the southwest of the fort. The office building was moved to the rear of the new store, and served as staff quarters till 1912 or '13, when, having become too decrepit, it was sold by F. A. Jenner, manager of the store, for $100. The trading store built outside the palisade in 1883 was used as a storehouse for Egg Lake and Touchwood till it was demolished about 1903. A few of the axe-hewn square posts of the old fort may be noticed today serving as supports for clothes lines. The greater part of the palisade rotted and fell down, and sometime in the '90's the pickets were cut into firewood for the fort by Simon Gower, one of the earliest homesteaders of Wide Awake.

At the time the Company's business was moved to the village, Mr. McDonald built what was then considered a palatial mansion near the site of the old packing plant and fur house. Traces of his former house to the southeast of the entrance gate may yet be faintly discerned beneath the prairie wool which today covers much of the site of the old fort. The only building remaining today is a pathetic shell of the addition built by Archibald McDonald to the residence as a schoolroom for the children. This building was used as an office for General Middleton and staff during the second Reil Rebellion, and in later years as a cookhouse.

The small addition to the house was saved when all else was demolished. Did the old chief factor remember the days when the building echoed the laughter of children? Or was the building saved because of its historic connection? Who knows or cares? Its days of usefulness are over, and soon a pile of rubbish will be all that remains to tell of historic Fort Qu'Appelle.

Archibald McDonald retired on May 31st, 1911, having served the Company since 1854.

The descendants of Indians who once thronged round the old fort live on reserves near the valley, and hardly one of the men who served the Company at the post is now alive to tell of those stirring days. But you will not need to strain your imagination to visualize the phantom figures which still seem to haunt the site of old Fort Qu'Appelle; and if you would feel the inner charm of the unexploited Calling Valley you should wrap yourself in the warm folds of a "four point" blanket and sleep beside the old Metis trail between the mission and the fort. "In the dark of the night when unco things betide" the vanished people of the valley once more come to their own. Campfires blaze, and painted teepees are pitched on the shore; and above the beating of drums and the chants of medicine men you will hear the spirit voice of an Indian girl calling to her lover, and the far-off echoes answering "Qu'Appelle! Qu'Appelle! Qu'Appelle!"

The Oxford University Land Expedition 1934

(Continued from page 31)

as the most direct route to India from New York, Chicago, Montreal and other cities of Canada and the U.S.A. is across Grant Land, the northern coast will be the last land depot for aeroplanes setting out over the Polar Sea.

Personnel—Leader, Dr. Noel Humphreys, member of the Alpine Club, awarded the R.G.S. Murchison grant for his work in climbing and mapping Ruwenzori, the snow peaks of Central Africa; doctor of medicine, *surveyor*, and qualified pilot; member of O.U. Exploration Club. Undergraduate organizer, Edward Shackleton, *surveyor* to the O.U. Exploration Club Expedition to Sarawak (Borneo) 1932, awarded the R.G.S. Cuthbert Peek grant. A. W. Moore, undergraduate member O.U.E.C., assistant entomologist to O.U. Sarawak Expedition, will act as general *biologist* and *photographer*. R. Bentham, *geologist*. D. Haig Thomas, *ornithologist*. Sergeant Stallworthy, Royal Canadian Mounted Police, who has already travelled in Ellesmere Land.

The main objects of the expedition may be summarized thus: The crossing and exploration of Grant Land; Scientific work, especially geological and survey; Investigations in connection with the future development of the Arctic, especially in relation to aviation.

The Beaver is printed by Saults & Pollard Limited, Winnipeg, Canada, specializing in the production of the better class of periodicals, brochures and art printing.

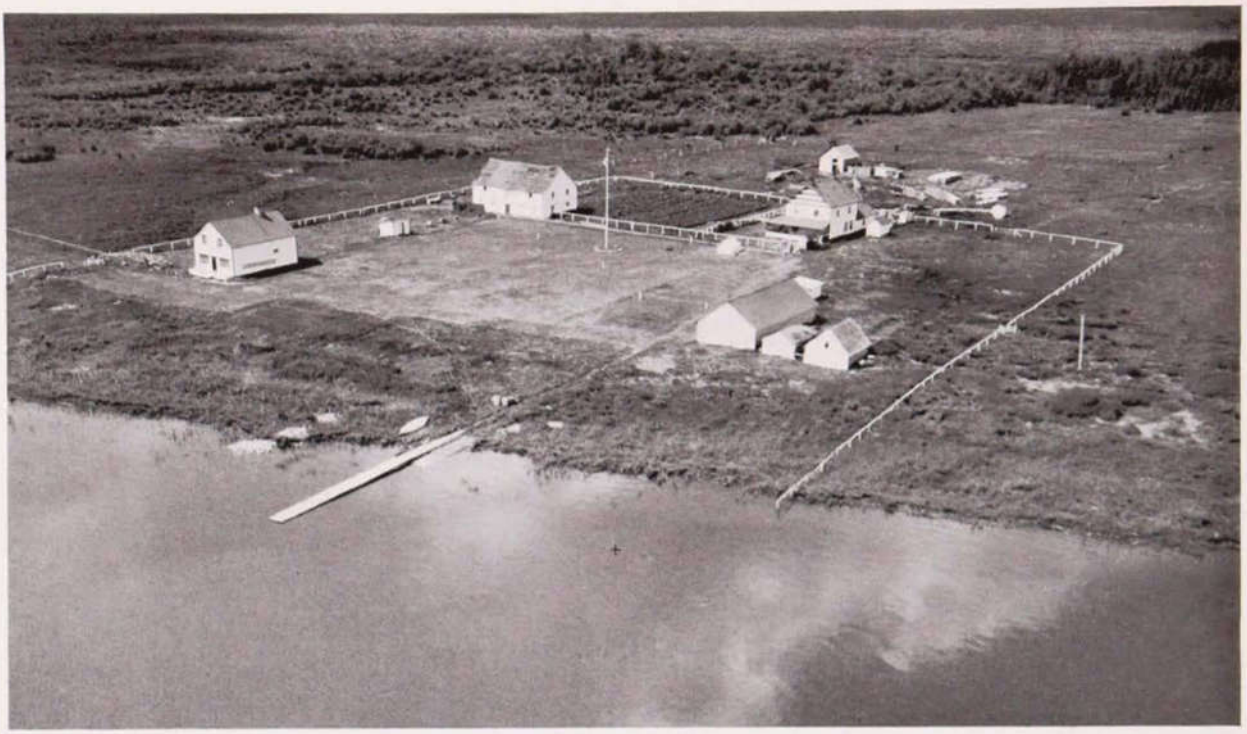
STANDARD FOR THE WORLD

From Switzerland comes this picture of a "Point" Blanket. There men and women who go into the High Alps consider a Hudson's Bay "Point" Blanket an essential part of their equipment.

For centuries the Hudson's Bay Company has been equipping men to live and travel under strenuous conditions. The "Point" Blanket is the product of this experience. English, Australian, Indian and Swiss wools are blended to create the warmth, water-resisting and enduring qualities. Prospecting parties into the Arctic Circle of Canada, expeditions to the South Pole and to the conquest of Mount Everest regard the Hudson's Bay "Point" Blanket as standard equipment. In lighter weights and pastel shades they are now being used in Canadian homes where quality is appreciated.

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.



Isle a la Crosse Post (Saskatchewan District) (Photo R.C.A.F.)

London Office News

DURING the past three months we have received many distinguished visitors at Hudson's Bay House and Beaver House, including Bishop Fleming of the Arctic, Bishop Geddes of the Yukon and Mr. A. N. Mouat, a former inspector in the Company's service in Canada who has made several historical gifts to the Company. Mr. Reford, of the Cunard-White Star, Montreal, and the Abbe Belanger, of Chicoutimi, were shown over the archives by R. H. Leveson Gower. The archives were also inspected by Sir Clive Wigram, private secretary to the King. The Governor and Directors entertained to lunch Sir Francis Floud, the high commissioner in Ottawa.

The following members of the Canadian staff have spent part of their furlough in the fur warehouse: Norman Ross, James Bay district; L. A. C. Hunt, Mackenzie-Athabasca district; D. C. Bremner, James Bay district; J. F. G. Wynne, Nelson River district; H. Ambrose, James Bay district; J. G. Craig, Mackenzie-Athabasca district; D. E. Cooter, St. Lawrence-Ungava district; George Dunn, James Bay district.

A very successful Christmas party was held by the Beaver Club on January 4th at Beaver House to mark the Governor's voyage to the North last summer. The Governor and Mrs. Cooper were present, as were Sir Alexander and Lady Murray, Colonel and Mrs. Karslake and Mr. and Mrs. Napier. At the end of the dinner Mr. J. Marr, the chairman of the club, who presided, read out a cable of greetings to all Beaver clubs throughout Canada which he proposed to send on behalf of all those present.

After dinner was shown the film of the Governor's voyage, following which Sir Alexander Murray presented to the Governor, as a memento, the Governor's flag flown at the northern trading posts visited during the voyage, which had been sent to London for that purpose by the Fur Trade Commissioner.

The film has also been exhibited to members of the London Fur Trade Association and to many friends of the Governor in the city, all of whom have shown the keenest interest.

Many members of the Canadian Fur Trade staff will learn with genuine sorrow of the death of Mr. William Craighead, of Aberdeen, Scotland. For many years Mr. Craighead acted as the Company's agent in the North of Scotland. Through his hands passed a large number of Fur Trade apprentices, in whose future and well-being he always retained a keen interest.

The following letter, received by the Governor from an inhabitant of the Gold Coast, West Africa, shows an amusing link between Canada and a far-off colony:

Joshua E. Frempong,
C/o Alfred Numo
Nkawkaw
Gold Cost, W.A.

"Dear friend

These few lines are to let you know that, one day when I was walking on the roads. I came across a certain news paper called "Boys Magazine" when I read through, I found your name and address and it pleases me, so I wish to correspond with you. Will you agree to my wants? If so reply me in this coming mails.

ending with greetings
I am your new friend
Joshua Firempong."

THE FUR TRADE

Fur Trade Commissioner's Office

Among out-of-town visitors during the past three months, we note the following: Father Lefebvre, of the Roman Catholic mission, Fort Smith; Thos. Fraser, of Alfred Fraser, Inc., New York; Col. J. K. Cornwall, Edmonton; J. Cadham and H. A. Johnson, of Canadian Industries Limited, Montreal; "Punch" Dickins, of Canadian Airways, Edmonton; "Mickey" Ryan, Waterways; R. W. Starrett, of Northern Transportation Company, Hudson; and Fred Gaudet, of Montreal.

A. E. Van Bibber, of Hudson's Bay Company, Inc., New York, spent a few days in Winnipeg during the early part of February in connection with fur trade matters.

The Fur Trade Commissioner, accompanied by R. H. G. Bonnycastle, visited posts in Northern British Columbia, including the newly reopened post at Port Simpson, during the early part of December. Later he visited North Bay and Montreal, and then proceeded to St. John's, Newfoundland, where he spent some time dealing with matters in connection with our Newfoundland business. The return journey was made via New York, Montreal, Toronto and North Bay. During February he visited the principal centres in the western provinces and British Columbia, accompanied by R. H. G. Bonnycastle.

W. Black visited Port Simpson and other posts in British Columbia during December and lately has spent some time at the line posts in Superior-Huron district.

J. LeM. Jandron has been transferred to Montreal depot, where he has taken over the duties of assistant buyer.

Our congratulations to Jack Erzinger, of the Fur Trade Commissioner's office, who was recently awarded the governor-general's medal for general proficiency for first-year university and had firsts in mathematics, science and Latin.

Prior to his wedding to Miss Lillian Welch, of Winnipeg, December 29, Geo. McKay, of the Mackenzie River Transport, was met by the Fur Trade staff of Hudson's Bay House and presented with a case of flatwear.

J. B. Rennie was transferred from the Bird's Hill fur farm to Mingan fur farm during December.

F. Budde has been appointed manager of the North Bay Fur Purchasing Agency, relieving A. H. Snow, of the Montreal Fur Purchasing Agency, who had been temporarily in charge.

S. C. Loffree, of the Toronto Fur Purchasing Agency, underwent a serious operation in January, but is now convalescing.

J. Cantley visited North Bay, Montreal and Ottawa recently.

It is also with regret that we have to record the death, on December 15, 1934, of John A. McDougall, retired post manager, at Hudson's Hope. Our sympathy is extended to his widow and children.

H. P. Warne visited the western Fur Purchasing Agencies during December and those in the east during February.

Congratulations to R. Murray, district accountant, of Saskatchewan district, and Mrs. Murray on the birth of a daughter, January 25.

The McLure and MacKinnon Silver Fox Farms Limited had the distinction again of having obtained the highest price for a silver fox pelt at the Hudson's Bay Company's sale in London in January. The price realized was £46.

Captain J. Bernier, well known because of his exploratory work in the Eastern Arctic about twenty years ago, died at his home in Quebec, December 27, 1934.

British Columbia District

District Manager A. B. Cumming left Vancouver on the 25th of January for Port Simpson and Fort St. James posts. His trip of inspection will include all the posts that can reasonably be reached in the winter.

A. W. Gray has been taken on the staff as an apprentice clerk and placed at Hazelton for training.

At the invitation of the Beaver Club, the district office staff were pleased to attend their annual banquet held at the Vancouver retail store on the 31st of January, when an enjoyable evening was spent.

Saturday, January 19th, is reported to have been the coldest day in Vancouver for twenty-six years, there being about thirty degrees of frost; a very heavy snow storm followed on Sunday, with the result that transportation was tied up, and on Monday very few people were able to leave their homes.

The Fur Trade Commissioner, accompanied by R. H. G. Bonnycastle, visited Port Simpson post in January, calling at Kitwanga and Hazelton en route.

Among recent visitors to the district office were: Geo. W. Allan, K.C., Chairman of the Canadian Committee; P. A. Chester, General Manager; C. W. Veysey, general manager of the wholesale branches; D. M. McCurdy, sales manager of the wholesale branches; W. E. Brown, manager of Nelson River district; G. W. Pendleton, accountant for Mackenzie-Athabasca district; G. McKay, of Mackenzie River Transport, accompanied by Mrs. McKay; Walter Black, of the Fur Trade Commissioner's office; Mrs. G. P. McColl, of Port Simpson; Wm. Ogilvie, of the Consolidated Mining and Smelting Co.

Mackenzie-Athabasca District

Inspector John Milne left Fort Simpson by aeroplane on January 12th, 1935, for Fort Liard. After inspecting that post he will visit Nelson Forks, Fort Nelson and Sikinni outpost of Fort St. John, travelling principally by dogs. From Fort St. John he will return to the Mackenzie River section of the district via Edmonton.

We congratulate the following: Mr. and Mrs. Jas. Smith, of Keg River post, on the birth of a daughter on November 5th, 1934. Mr. and Mrs. P. Forman, of Cold Lake post, on the birth of a son, Peter Grant, at John Neil Hospital, Cold Lake, on January 8th, 1935. Mr. and Mrs. John James Loutit, of Fort Chipewyan post, on the birth of a daughter, on February 4th, 1935.

Amongst visitors to the office since our last notes were written have been J. G. Woolison, of the Pas Fur Purchasing Agency; Mr. Campbell, of the Northern Traders Limited, Winnipeg; Mr. George, of Revillon Freres Trading Company Limited, Winnipeg; Mr. Micky Ryan, of Fort Smith.

J. F. G. Wynne has been transferred to this district from Nelson River district. Mr. Wynne will be stationed at Fort St. John post.

Intensely cold weather was experienced in the district throughout December and January. Many posts reported temperatures of 50° below zero. Even lower ones were noted, and at Fort McMurray on January 21st the temperature dropped to 60° below zero.

The district manager left Edmonton on January 28th on an inspection trip of posts in the Athabasca section of the district, first visiting Fort Smith. Thence he will return by aeroplane to Fort McMurray and Wabasca. From that point he will travel in various ways to Whitefish Lake, Sturgeon Lake, Fort St. John and Hudson's Hope.

On the evening of October 4th, 1934, a white whale about twenty-five feet in length was observed travelling up the Mackenzie river past the mouth of Arctic Red river and the following evening it was seen to be returning downstream. This is not the first time that a whale has made its way from the Beaufort Sea into the Mackenzie river. In the fall of 1887 a whale travelled upstream as far as the ramparts above Fort Good Hope and remained there until the spring of 1888, when its body was beached by the ice on the left bank of the river seven or eight miles below the post, and subsequently afforded much food for Indian dogs.

Mackenzie River Transport

Operations on the new gold field at Lake Athabasca are dormant during the winter, but a great amount of work is planned for the break-up.

M. L. Ryan, of Ryan Brothers, who haul freight over Smith portage, arrived in Winnipeg in mid February in connection with future operations.

Captain Don B. Naylor and Chief Engineer Chris. Ozol, both of S.S. *Distributor*, spent two or three months touring the United States and saw how "steam boating" is carried on on the rivers in the more populous centres south of the line.

Rigolet Post, on the Labrador Coast, where Lord Strathcona served a thirteen-year apprenticeship.

K. Y. Spencer visited Winnipeg twice during the winter and is looking forward to resuming duties at Fort Fitzgerald.

Mr. and Mrs. A. T. Penhorwood and Thelma left Waterways towards the end of January on a month's leave of absence, which will be spent in Vancouver and Victoria.

Western Arctic District

The principal item of interest to record is the successful flight made by Stan McMillan, of Mackenzie Air Service Limited, to Letty Harbour, to bring out Captain C. H. Roberts, Engineer Weidemann and Henry Larocque, of the crew of the *Margaret A* which was caught there by the freeze-up. Stan McMillan flew direct from Great Bear Lake to Letty Harbour across country which has never been flown over before. The men left Letty Harbour on Friday, January 25th, and were in Edmonton on Sunday, the 27th. The Arctic is certainly becoming closer and closer to civilization each year.

There has been much activity at Cambridge Bay this fall and early winter when the old post was torn down and re-erected on a more advantageous location approximately one mile distant. The new snowmobile was requisitioned for the job of moving the building materials and gave splendid service, towing two tons per trip. Building operations were carried on outside well into December, which is no mean undertaking, and we commend the close application to duty of Inspector Gibson and George McLeod, assisted by Messrs. Gavin, Sturrock and Wood.

The snowmobile at date of writing should be en route to King William Land in charge of Inspector William Gibson. So far only two brief journeys afield of fifty miles each have been made, but satisfactory results were shown and the machine travelled the rough, snow covered tundra at an average speed of ten miles per hour.

The new Victor radio receiving sets which have been sent into the posts have been giving splendid results. Charles Reiach, at Baillie Island, reports logging twenty-six European stations in one night, while other posts have been getting good reception from American, European and Asiatic stations. Unfortunately Canadian stations are not giving good results, but our broadcast messages are usually picked up.

It is interesting to hear that broadcasts from the *Nascopie*, while on the annual Eastern Arctic voyage, were picked up regularly by F. R. Ross at Reid Island and J. W. Sinclair at Letty Harbour last fall.

R. H. Kilgour and F. B. Milne, who are now on furlough, will be going shortly to take a course in fur grading at the London warehouse. Mr. Kilgour has also been studying wireless telegraphy and hopes to have his own amateur experimental license when he returns to the Arctic.

J. A. Thom, who has been on sick leave, reports his complete recovery and will be returning to the Arctic next summer.

W. F. Joss, manager at Coppermine, recently made a trip to Bernard Harbour to see how Captain Summers, L. White, Wm. Starkes and Isaac Mercer were getting along on the *Fort James* and reports all hands O.K.

When returning to King William Land by dog-team last fall, L. A. Learmonth made the earliest crossing of Dease Strait between Victoria Land and the mainland on record, this being on October 9th. The ice broke up again subsequently, but not until long after Mr. Learmonth had passed.

The schooner *Hazel* belonging to the Canalaska Trading Company was lost off Victoria Land late in the fall while en route from Herschel Island to Walker Bay. No lives were lost but vessel and cargo were reported a total loss. The constant storms of last fall broke all records for severity and length, and it is fortunate there were not more vessels lost.

Saskatchewan District

R. A. Talbot, district manager, accompanied by W. C. Rothnie, left on January 10th on a tour of inspection, and will visit the following posts before returning to Winnipeg on or about March 25th: Green Lake, Isle a la Crosse, Buffalo River, Clear Lake, Pine River, Souris River, Lac la Ronge, Stanley, Montreal Lake, Pelican Narrows, Poplar River, Norway House, and Cross Lake.

On January 13th the new weekly aeroplane mail service between Winnipeg, God's Lake and Norway House was inaugurated, and on February 3rd the same service was inaugurated between Winnipeg and Beren's River.

We regret to report the illness of J. Denton, manager at Cross Lake post. From reports received, however, he is progressing favourably, and he expects to be back to normal health in a few weeks' time.

We welcome J. G. Boyd, formerly of Nelson River district, to this district. Mr. Boyd is relieving Mr. Denton at Cross Lake post.

Apprentice Clerk W. W. Lowrie sustained an injury to his hand just before Christmas, but we are now glad to report that the wound is on the mend and that he is able to resume his duties again.

Freighting conditions in the Isle a la Crosse and Lac la Ronge sector this winter have been favourable, supplies having been delivered to all posts before January 24th, at least six weeks earlier than last winter.

The Reverend H. Hives, of Lac la Ronge, accompanied by the Reverend H. Sherstone, of Winnipeg, visited the district office recently.

We also had a visit from Mr. Basil Keighley, of Stanley, who was visiting his parents. Mr. Keighley had recently undergone an operation for appendicitis.

Nelson River District

On December 18th the district manager flew to Trout Lake and Bearskin Lake on a winter inspection trip. He returned to Winnipeg shortly before Christmas and proceeded to New Westminster for a short holiday. On the completion of this holiday he left Winnipeg on 4th January for The Pas to begin his winter inspection of the northern Manitoba posts. On the 2nd February he arrived at Gillam after having inspected the following posts and outposts: Pukatawagan, Granville Lake, South Indian Lake, Nelson House, Wabowden, Shamattawa and York Factory. With the exception of the trip from York Factory to Gillam, which was made by dog-team, the foregoing points were visited by 'plane. It is the district manager's intention to proceed from New Churchill, where he is at present, to Caribou by sled via Long Point at an early date, and he hopes to return to Winnipeg about the end of March.

The Rev. Mr. Goldring and his wife arrived at Gillam during January, then proceeded by dog-team to York Factory, where Mr. Goldring is to take charge of the Anglican mission school. We wish Mr. Fraser, the retiring schoolmaster, and Mr. Goldring every success in the new spheres of their activities.

J. F. G. Wynne and Wm. Glennie returned early in January from furlough spent in the Old Country. After spending a short time at the Fur Purchasing Agency in Winnipeg, they were transferred to their new locations, Wynne proceeding to Mackenzie-Athabasca district and Glennie to British Columbia district. J. G. Boyd, who has been assisting at the Fur Purchasing Agency recently, was transferred temporarily to Saskatchewan district for service at Cross Lake post on account of the sickness of J. Denton, the present manager of that post.

Since freeze-up frequent mails have been received from Trout Lake and Bearskin Lake posts. Canadian Airways 'planes using Collins as their winter base have been making flights fairly regularly to these posts, which were at one time considered to be among the more isolated locations of fur trading activities.

A heavy mail from the North arrived at Churchill on 18th January, and we are indebted to the Roman Catholic mission at Chesterfield for this courtesy. The mission team stayed at Churchill until the 26th of January, when it began the long return journey to Chesterfield Inlet. Mr. Pease, the explorer who is to proceed to Chesterfield Inlet and points north, also left in company with the mail team.

Superior-Huron District

District Manager M. Cowan has visited Red Lake, Pine Ridge, Minaki, Sioux Lookout, Cat Lake and Lansdowne House since the beginning of the year.

W. Black, of the Fur Trade Commissioner's office, visited Sioux Lookout, Gogama and Nipigon in January, and is again at Nipigon at present. He intends to also visit Montizambert, Missanabie and Dinorwic before returning to Winnipeg.

E. E. Bates, of Lansdowne House post, is at present at Sioux Lookout receiving medical attention. We hope to be able to report his early recovery.

Since last writing, wedding bells have rung out for J. E. Holden, manager of Red Lake post, who was married to Miss Nora Vecchies, also of Red Lake, at Sioux Lookout on 5th January; W. S. Franklin, assistant at Long Lake post, who was married to Miss Elaine Thorpe, daughter of S. R. Thorpe, manager of Temagami post, at Hornepayne, on 22nd January; and A. Baulne, assistant at Gogama post, whose wedding to Miss Mousseau, also of Gogama, took place 30th January. Our heartiest congratulations and good wishes for their future happiness go to these young couples.

Transport companies operating out of Hudson are having their difficulties. It is reported that tractors owned by the Patricia Transportation Company, Cox's, and Project No. 51 are in the lake somewhere between Hudson and points north.

M. A. Wakeman, formerly stationed at Hudson post as assistant, has been transferred to Bucke, and W. S. Franklin has been transferred from Temagami to Long Lake post. We welcome to the district Everett Lee, apprentice, who was stationed at Dinorwic post late in December.

Survey work for the Trans-Canada Highway is continuing in the vicinity of Montizambert, and work on the road east

Mutton Bay Post at the West End of Belle Isle Straits (St. Lawrence-Ungava District)

of Nipigon commenced this week. Repairs to the government dock at Minaki are also being carried out.

The Big Long Lake mines have continued operations during the winter.

James Bay District

On November 9th Skipper J. W. Faries and crew of the M.S. *Fort Charles* arrived on foot at Albany post and reported a series of unlucky happenings which finally resulted in the placing of the vessel in winter quarters at Lake River outpost. On the morning of 6th October the vessel left Lake River bound for Trout River. About half way to Cape Henrietta Maria a gale from the north was encountered and the vessel turned about and ran before it until off Lake River, but as land could not be picked up the anchor was dropped and the vessel rode out the storm for three days and nights, meanwhile twisting and pitching violently. On the third morning the anchor chain broke and she had to run for shelter at Lake River. Just as the vessel was again ready to proceed, it started to snow and the departure was delayed. That evening, October 11th, the vessel sprang a leak and there was three feet of water in the hold. The crew pumped all night and finally got the water under control. After beaching it was discovered that a leak had developed right along the keel, and this was patched with pork-skin in the hope that this would hold out sufficient water to allow them to get back to Moose Factory or Albany. After ballasting she still leaked too badly to risk going to sea, so it was decided to haul her out at Lake River. No suitable tide for this work was forthcoming however until the 22nd, and on that day she was placed in winter quarters, after which the crew started their long trek of eighteen days along the coast to their homes at Albany, where they arrived on November 9th. Members of the crew were J. W. Faries, skipper; Stanley Louttit, engineer; Robbie Linklater, mate; W. R. Faries, deck hand.

It is with regret that members of the staff will learn of the sudden death of Very Rev. J. E. Saindon, O.M.I., vicaire provinciale in charge of the Roman Catholic missions in James Bay. Father Saindon had been suffering from heart trouble for some time and the end came suddenly while he was preaching at the Church of the Transfiguration, Cochrane, on Sunday, 30th December. He was a great student of Indian character and spoke their language fluently, making him one of the most influential men in James Bay. His friendly smile and willingness at all times to extend a helping hand made him a friend to everyone in "The Bay," and our sincere sympathies are extended to the clergy of the Roman Catholic Church in James Bay in their loss.

Ronald Thompson accompanied the district manager from Moose Factory to Weenusk and returned to Albany, from whence he went to Ghost River and will stay with R. B. Carson for the remainder of the winter.

Dr. Tyrer and Corporal Cavell visited Rupert's House during January.

Mrs. J. S. C. Watt has been quite ill again this fall from muscular rheumatism and was unable to get outside from the time of the Governor's visit to Rupert's House in August until the 8th December. We wish her an early and complete recovery.

It is understood that Jack Hope-Brown made an exceptionally good job of "pinch-hitting" for Santa Claus at the mission Christmas tree at Rupert's House.

According to latest advice the fortnightly train service from Cochrane to Moosonee has been extended until 19th June.

At the time of writing W. H. Houston is under orders to report to Winnipeg, from whence he will be transferred to another district. Mr. Houston has spent the last two and a half years at Moose Factory, and previous to that time was stationed at Nemaska and Rupert's House.

St. Lawrence-Ungava District

Major D. L. McKeand, of the Lands, Northwest Territories and Yukon branch of the Department of the Interior, who has for the past three years been officer-in-charge of the Canadian government Eastern Arctic expedition, recently called at 100 McGill Street, accompanied by Mrs. McKeand.

George Nicholson, who last winter was lay-missionary at Fort Chimo and who returned to civilization on the S.S. *Nascopie*, spent a short time in England and came back to Canada to continue his studies in Toronto. He was ordained at St. Alban's Cathedral on 21st December, 1934, by the Archbishop of Toronto.

We regret to learn from newspapers recently received from the Old Country of the death of William Craighead, of Maud, Aberdeenshire, who was at one time the Company's agent in the northeast of Scotland.

After successfully completing the season's fishery operations, W. C. Newbury and J. S. Courage left Blanc Sablon in the early part of December, the former returning to district office and the latter to his home in Newfoundland.

The following staff transfers took place during the past quarter: C. E. Letour to Bersimis; E. McVey to St. Augustine; P. Letellier to Romaine. J. Harris returned to Toronto during November after a short period as relieving post manager at Bersimis and Seven Islands.

O. D. Wylde has now sufficiently recovered from his accident to resume his duties as post manager at La Sarre.

D. E. Cooter returned from England, where he had been on furlough, and has gone to La Sarre post as assistant.

Fred McLeod, post manager at Woswonaby, who visited Cochrane in January for medical attention has returned to his post.

R. M. Howell, after spending a short holiday in Newfoundland and the United States, is now in Montreal receiving a course of instruction in fur grading at the Fur Purchasing Agency.

J. Le M. Jandron is now attached to the staff of the Montreal Fur Trade depot.

J. F. G. Wynne, of Nelson River district called on his way to Winnipeg from England, where he had been on furlough.

We had a visit from J. B. Rennie on his way from Winnipeg to the Mingan fur farm.

Other visitors to the district office during the past quarter included the following: Chief Factor Ralph Parsons, Fur Trade Commissioner; James Cantley; G. Pratte and Major C. G. Dunn, of Quebec; Dr. I. Parnell, of Macdonald College; J. C. Atkins, of the Canadian Committee office; Colonel H. G. Reid, of the Transport Department; J. A. Weingart, of John Etherington Limited, Shelburne, N.S.; Richard Peirson; J. Connolly, of the Sportsmen's Exhibition, Boston; also the following retired officers of the Company, A. E. Dodman, W. E. Swaffield, and F. C. Gaudet.

E. P. Taylor, district accountant, visited Weymontachingue post during the month of January.

J. H. A. Wilmot inspected Senneterre and Pointe Bleue posts recently.

The heartiest congratulations of the district staff are extended to A. Copland on the occasion of his marriage to Miss E. Findlay. The ceremony took place at the Church of St. Andrew and St. Paul in Montreal on 10th December, 1934. To mark the occasion the staff of the district office and of the Ungava section presented the happy couple with a cabinet of cutlery. After a short honeymoon they left for Senneterre post, where Mr. Copland is at present in charge, having relieved A. E. Briard, who is now on a visit to the Gaspe coast.

Moving pictures of the Governor's visit to Hudson Bay were shown at a meeting in Montreal of the Navy League of Canada. Through the courtesy of the Associated Screen News Limited, the pictures were also shown by Harvey Bassett to the Company's staff in Montreal and were greatly enjoyed.

Labrador District

The Fur Trade Commissioner paid us a visit during the latter part of December. While he took occasion to call on Commissioners of Government Hons. T. Lodge, E. N. R. Trentham, and J. C. Puddester, and also visited the Departments of Natural Resources and Public Health to discuss matters with departmental heads pertaining to the district.

Arrangements were also made during his visit to remove from our present offices and to occupy a suite in the Job building adjoining offices of Messrs. Job Brothers & Co., Limited. Our future offices are now being put in readiness.

Nine steamers will likely prosecute the seal fisheries, sailing from St. John's this spring. At present all the ships are receiving the necessary attention incidental to the voyage.

The S.S. *Caribou* has been chartered by Crosbie & Company from the Newfoundland government to engage in the seal fishery. The vessel is now in dry dock undergoing necessary alterations.

Reports received from Labrador posts indicate very severe weather during the month of January.

Cartwright advises the death by drowning to two youths named Douglas and Bernard Heard of that place in December. The unfortunate lads were brothers and energetic hunters.

Rigolet also reports a tragedy during December. A hunter attached to the post, named John Lloyd, perished in a blizzard on December 3rd. The body was found on January 6th.

D. W. Massie with his wife and two children are wintering at St. John's.

R. I. Mercer is spending a furlough with his parents at Bay Roberts. Both Messrs. Massie and Mercer will return to Labrador on the opening of navigation next summer.

A Fur Trader's Crossword Puzzle

By R. J. SPALDING
Nemaska Post

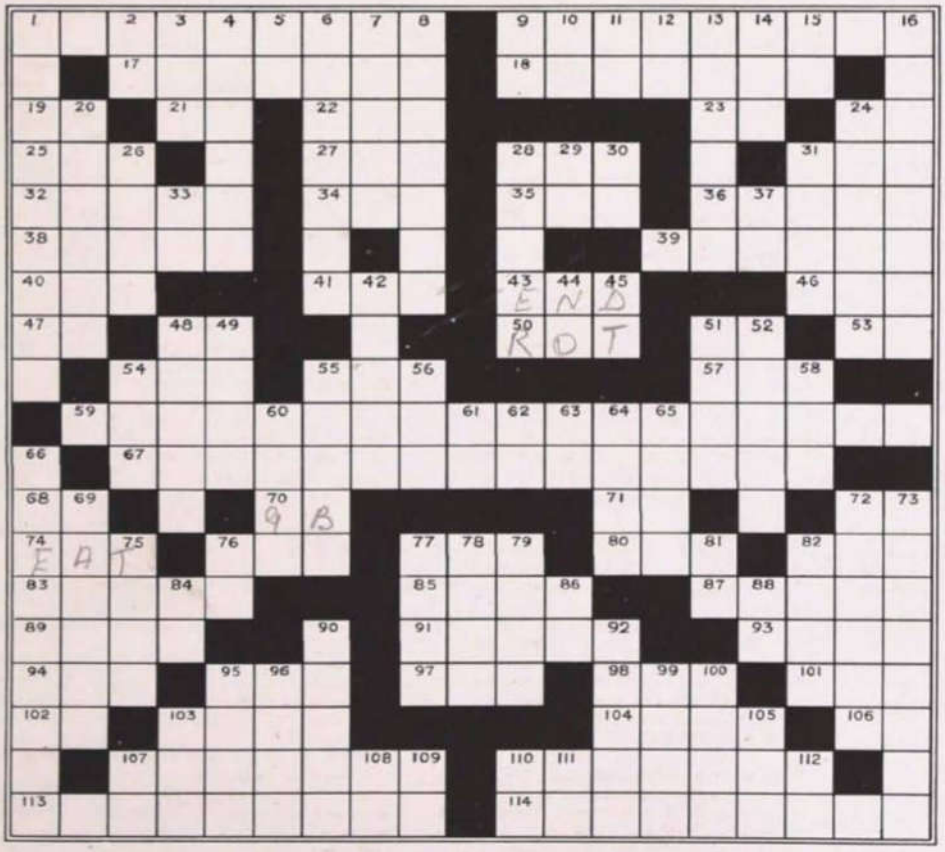
Clues

HORIZONTAL

1—Fur Trade post.
9—Fur Trade post.
17—Carry across.
18—Trade term.
19—Part of a trade article.
21—Pronoun.
22—Native nickname.
23—Fur Trade post (initials).
24—Both ends of a cow.
25—Cunning.
27—Cree particle.
28—Here.
31—Battle.
32—Nautical term.
34—Scottish institute (initials).
35—Weight.
36—Trading place.
38—Nags.
39—Born again.
40—Conjunction.
41—Native expression.
43—Finish.
46—Dr.
47—Preposition.
48—Money.
50—Putrefy.
51—Exist.
53—Part of a tent.
54—Pronoun.
55—Female.
57—Native nickname.
59—Trade article.
67—Fur Trade post.
68—Two points of the law.
70—Great Britain (initials).
71—No charge.
72—Part of an interjection.
74—Consume.
76—Here.
77—Plan.
80—Receive.
82—Professional.
83—Nautical expression.
85—Smooth.
87—Place name.
89—Trade article.
91—In front.
93—Undergrown.
94—Rent.
95—Pale.
97—Animal.
98—Those.
101—Expression.
102—Conjunction.
103—Business term.
104—Bandage.
106—Two thirds of an age.
107—Trade article.
110—Fur Trade post.
113—Island.
114—Old Fur Trade outpost.

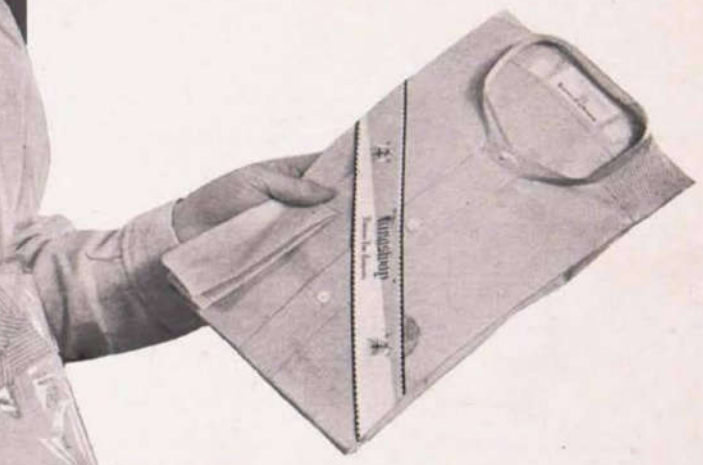
VERTICAL

1—River.
2—Trade article.
3—Native expression.
4—Builds.
5—Part of a rat skin.
6—Trade goods.
7—Fur Trade post.
8—Fur Trade post.
9—Half of a Christian name, inverted.
10—Native interjection.
11—Underweight (initials).
12—Part of a dress.
13—Rough.
14—Trade article without vowels.
15—That is to say.
16—Explorer.
20—Fur Trade post.
24—River.
26—Trade term.
28—Animal.
29—Preposition.
30—Article.
31—Bush.
33—Half of a trade article.
37—Native disease.
42—Port.
44—Negative.
45—Pink elephants
48—Articles in use.
49—Brave.
51—Noise.
52—Inverted astuteness.
54—Embroider.
55—Cree particle.
56—Consume.
58—Enemy.
60—Dirt.
61—Cree particle.
62—Accountant on his head.
63—Fur Trade post (initials).
64—Another noise.
65—On time.
66—Lake.
69—Birds.
72—Founder of H B C
73—Fur Trade post.
75—A Fur Trade character-istic.
76—His.
77—And.
78—Prayers.
79—Trade article.
81—Preposition.
82—Colloquialism.
84—Direction.
86—Cree particle.
88—Trade contraction.
90—Native implement.
92—Surname.
95—Trade article.
96—Dog.
99—Deer.
100—Sole.
103—Surname.
105—Telephone.
107—Fur Trade post (initials).
108—Conjunction.
109—Cree pronoun.
110—Another direction.
111—Part of a bird.
112—Native expression.



Discriminating Canadians Prefer

Kingsway
Poplinette Shirts



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Tailored by expert shirtmakers, they're made to fit, and "Sanforized" (pre-shrunk) to insure that the fit is permanent. The fine poplinette of which they are made wears long and launders crisp and fresh. Choose between plain shades and stripes—all fast colors. Made with attached "Perma-stay" collar, or with two separate "Perma-stay" soft collars, in sizes 14 to 17½; sleeve lengths, 33, 34, and 35 inches.

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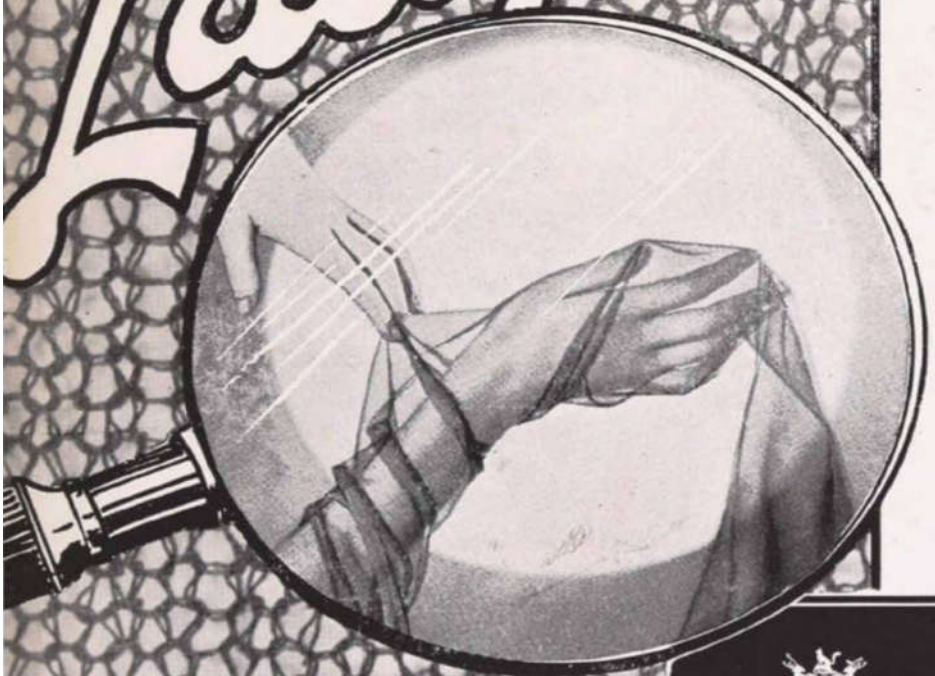
Lady Hudson



A Hosiery of Quality

Under Glass

The photograph which forms the background of this page is a section of Lady Hudson Hose, magnified one hundred diameters. The uniformity of the silk thread and the evenness of the weave are two reasons why Lady Hudson Hose wears better and looks better than hosiery of the ordinary kind.

All Pure Silk

Only the finest and purest of silk is used in the manufacture of Lady Hudson Hose.

Every Pair Perfect

No unsightly rings mar the beauty of Lady Hudson Hose—every pair has been minutely inspected before leaving the factory.

All Fashionable Shades

Lady Hudson Silk Hosiery is offered in the widest possible choice of correct shades for Spring.

Desirable Features

The silk-plaited lisle foot, a feature of Lady Hudson Service-weight Hose, prevents hardening and assures greater comfort in walking. The reinforced toe assures longer wear. Picot tops, French heels and cradle toes are other valuable features.

Wonderful Fitting Qualities

Careful weaving ensures a perfect fit around the ankle. The garter hem has remarkable stretching qualities.

Unsurpassed Value

Extra Heavy Service-weight and "Whisper" Crepe at $1.50 a pair; heavy and medium Service-weight, clear Crepe and Chiffon at $1.00 a pair. Sold in all Hudson's Bay Company Stores.

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